

NAVIGATOR

EXPRESS

4TH QUARTER 2019

**JAPAN COAST
GUARD'S ALASKA
FAMILIARIZATION
TOUR** 11

**12TH AUXILIARY
CUTTERMAN** 6

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**AUXILIARY
SUPPORTS UTAH
NATIONAL GUARD** 30



HOW WE MAKE A DIFFERENCE IN THE COAST GUARD AUXILIARY

➔ Boater Safety Education



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

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

➔ Public Affairs



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

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

➔ Augmenting The Coast Guard



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

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



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 Vessel and Recreational Vessel Exams
- Platforms for USCG Training – Helicopter OPS
- Recruitment for Coast Guard Auxiliary/USCG

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

NAVIGATOR *EXPRESS*

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Only 12 Auxiliarists have received the coveted Cutterman distinction. Learn about Gary Kaplan, the 12th Auxiliarist to receive the honor.



Learn about how the RMS Titanic tragedy in 1912 led to the formation of the International Ice Patrol, forever changing the maritime community.

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NAVIGATOR EXPRESS

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NAVIGATOR EXPRESS



LETTER FROM THE EDITORS

This time of the year as Fall drifts into Winter, there is a paradoxical acceptance of gratitude for our year's experiences and missions served to preserve and celebrate renewal as *America's Volunteer Life Savers* and members of *Team Coast Guard*. This paradox is in part due to our fourth quarter as a time of the year for thanksgiving, sorrow, and remembrance of selfless service and carrying out duty by those of our Auxiliary members who have passed over the bar and our nation's veterans who gave their last full measure of life in preserving America's freedoms and democracy and global humanitarian values. This is also a period of celebrating member fellowship and leadership renewal through elections and change of watch ceremonies. With the *Navigator Express'* fourth quarter issue, we are proud of our contributors 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 inspections to that of Public Affairs.

Our fourth quarter of *Navigator Express* starts with our first feature article about the Alaskan Whittier Auxiliary's hosting of members of the Japan Coast Guard (JCG) interested in starting their own Japan Coast Guard Auxiliary modeled after our USCG Auxiliary. The wonderful article and photography are by Commodore Robert Schafer showing the fellowship and informative Auxiliary familiarization tour experienced by our international coast guard partners in insuring maritime safety, freedom of access and passage in international waters, and the protection of commercial fisheries and the global maritime environment. The Whittier, Alaska location is in one of the most beautiful, ecologically diverse, and mineral rich areas as well as bountiful fisheries in the United States. What better place to host the Japan Coast Guard and its representatives interested in how the everyday USCG and volunteer Auxiliary is organized and performs its duties. We have also expanded the topic to give an overview that includes the Japan Coast Guard members and Japan Coast Guard Academy's brief past visit to San Francisco on the JCG training cutter KOJIMA.

The other important fourth quarter issue theme is that based upon remembrance of our membership who served the USCG Auxiliary and passed over the bar, as well as our nation's United States Coast Guard and other service veterans that served in global conflicts prior to World War I through current conflicts. We continue with new features and changes in the issue in layout design that include special sections such as *The Navigator's Corner*. There are inserts describing, about the Auxiliary and the programs we participate in, adding to exciting photography and articles reflecting an effort to cover a broad base of topics. One goal is to reflect the geo-diversity in our articles to illuminate the national diversity of our Auxiliary membership and missions. Our main goal as Editor and Layout Editor is to make our contributors' work shine and communicate with impact. Our door is always open to new and intriguing articles from around the country and globe that tells the story of our accomplishments in serving our communities, and participation with the United States Coast Guard as members of *Team Coast Guard*.





12TH AUXILIARIST EARNS CUTTERMAN INSIGNIA

Article & photos by Roger Bazeley, AUXPA1

YERBA BUENA ISLAND, SECTOR SAN FRANCISCO — There are two District Eleven North Auxiliarists serving on buoy tenders and other cutters: Gary Kaplan, who achieved his USCG Cutterman status and insignia training on the USCGC GEORGE COBB, USCGC ASPEN and USCGC PIKE, and James G. Losi, who had previously earned the USCG Cutterman status in 2015. Auxiliarist Losi usually serves on the Buoy Tender USCGC ASPEN, which is home ported at Sector San Francisco. The USCGC GEORGE COBB is home ported in San Pedro, California.

USCGC ASPEN (WLB-208) is the eighth cutter in the Juniper-class 225' (69m) of seagoing buoy tenders. She is under the operational control of the Commander of the Eleventh Coast Guard District and is home-ported at Yerba Buena Island in San Francisco, California. Her primary area of responsibility is the coastal waters, river bars and high seas from the California-Oregon border to San Diego, California. CGC ASPEN conducts heavy lift aids-to-navigation operations, law enforcement, homeland security, environmental pollution response, and search and rescue as directed.



Left: USCGC ASPEN. Right: Gary Kaplan and James Losi, who have earned the rare USCG Cutterman Insignia on board USCGC ASPEN after Kaplan became the 12th Cutterman in the USCG AUX.

She has a single controllable-pitch propeller, which along with bow and stern thrusters allows the ship to be maneuvered to set buoys close offshore and in restricted waters. A dynamic global positioning system coupled with machinery plant controls and a chart display and information system allow station-keeping of the ship within a five-meter accuracy of the planned position without human intervention. CGC ASPEN is also equipped with an oil-skimming system known as the Spilled Oil Recovery System (SORS), which is used in her mission of maritime environmental protection.

Gary Kaplan, with a family history of maritime interests, and his father's U.S. Navy WWII service, decided to ask for endorsement to engage in the requisite training needed to acquire the Coast Guard Auxiliary Cutterman Insignia, which is intended to identify and recognize the commitment of Coast Guard Auxiliarists currently working in the cutter fleet who have regularly dedicated their efforts in support of the cutter community. With the CGC ASPEN's crew and officer's support, Gary Kaplan completed the requirements for the Cutterman Insignia, including serving at least 52 days per year for two years aboard cutters 65' in length or greater and completing the Personnel Qualification Standards (PQS) for Damage Control, Watch Station, Special/Emergency Operations and Procedures.

Gary Kaplan also serves on the CGC GEORGE COBB and went through the same program James Losi completed. The CGC GEORGE COBB and CGC ASPEN play vital roles in maintaining critical navigational aids for making our U.S. coasts, ports, lakes and navigational waterways safe for commercial maritime use and recreational boating activities.

When asked about when and why Gary was interested in earning the Cutterman Insignia and serving on USCG Cutters as an Auxiliarist, he responded that he had a lifelong interest in the maritime environment and history through stories he heard from his father about his life as a Radar Operator Specialist during WWII, serving on a USN destroyer escort on anti-submarine duty along the East Coast as a Petty Officer 2nd Class. Gary's last USCG Auxiliary office was as a Vice Division Commander before getting involved in the Cutterman Program.



He also accumulated many hours in patrol operations on the *Silver Charm* facility with Linda Vetter and Terri Blanchard assisting as a crew member with many different missions from fleet week water patrol to Air Station San Francisco basket/hoist exercises and training augmentation. His career life prior to joining the USCG Auxiliary in January 2011 included being a psychologist and then a lecturer in psychology for many years at San Francisco State University. Among his significant interests and hobbies are collecting antiquities and ancient coins. ★★ ★



Gary Kaplan and USCG crew on ASPEN bridge.



Gary Kaplan showing fire suppression foam making station.



Gary Kaplan at fire control panel.



Gary Kaplan on the dock with crew.



Auxiliarist Gary Kaplan's commendation for earning the coveted and rare Cutterman Insignia



It gives me great pride and pleasure to commend you for your outstanding performance of duty while serving in support of multiple U.S. Coast Guard cutters throughout the Eleventh District operating area from April 2017-April 2019. In nearly two years of service aboard the CGC ASPEN (WLB 208), CGC GEORGE COBB (WLM 564), and CGC PIKE (WPB 87365), you have provided paramount support to our units. During a total of 211 days in port and 45 days underway, you supported the fleet by lending an extra hand wherever and whenever it was needed – in the galley during meals, on deck during mooring stations, or on the bridge during special sea duty.

While attached to ASPEN, over the course of 26 days underway and 212 days in port, you earned your qualifications as in port Watch-stander (02 January 2018) and Basic Damage Control (01 December 2018). Both of these achievements represent your professional milestones for any cutterman, and your qualification helped ASPEN fulfill vital Watch Quarter Station Bill manning requirements. During your period of service, you assisted the ASPEN galley team by helping prepare and serve thousands of delicious meals, greatly improving crew moral and endurance. When ASPEN conducted operations in support of San Francisco Fleet Week 2018, you also served a vital role as our Auxiliary Coordinator, providing invaluable leadership during the week-long event as you organized and instructed 18 fellow Auxiliarists who volunteered to support the ASPEN crew and assist with guest services onboard.

Your efforts aboard the ASPEN, GEORGE COBB, and PIKE demonstrate your commitment and dedication to the cutter community. Having met the required service times and qualification requirements, you are hereby authorized to wear the U.S. Coast Guard Auxiliary Cutterman Insignia. As one of the very select few who have earned this distinction, wear the insignia with the utmost pride and confidence. Auxiliarists serving aboard cutters are nothing new. Its origins harken back the earliest days of the U.S. Coast Guard Auxiliary when the upstart Corsair Fleet used hastily modified and lightly armed civilian yachts to patrol for German U-Boats off the American Eastern Seaboard in the early days of World War II. It is in this spirit of selfless service and sacrifice that our continued interoperability, as Active Duty and Auxiliary, is exemplified through your dedication and this monumental achievement! Bravo Zulu on a job extremely well done shipmate!

J. D. West, LCDR, USCG, Commanding Officer, USCGC ASPEN





1: USCGC ASPEN berthed near buoy storage and loading/off-loading. 2: Auxiliarist Gary Kaplan standing in front of the assembled crews of the USCG cutters ASPEN, GEORGE COBB, PIKE. 3: Auxiliarist Kaplan "fishing the bell" for the his Cutterman Insignia. 4: Auxiliarist Gary Kaplan being pinned with the Cutterman Insignia. 5: Auxiliarist Gary Kaplan holding commendation with USCGC ASPEN Commanding Officer J.D. West, LCDR, and crew.





Japan Coast Guard's Alaska Auxiliary Familiarization Tour

Article & photos by Commodore Robert Shafer, ANACO-RB



WHITTIER, ALASKA — Recreational Boating Safety (RBS) is job number one for the Auxiliary and we work with a variety of partners to accomplish our missions. Although our partners include the states and organizations such as America's Boating Club and the National Safe Boating Council, this year we had the opportunity to work with an international partner: the Japan Coast Guard (JCG). The JCG has attended boating safety conferences in the United States and has come into contact with members of the U.S. Coast Guard Auxiliary on those occasions. Although they have learned some things about the Auxiliary from the internet and other sources, they wanted to learn much more about us. The Japan Coast Guard has no Auxiliary, and recreational boating is much different in Japan than it is in the United States. However, they still have boating safety issues and want to engage with the boating public in Japan more effectively. Accordingly, they wanted to learn more about the Auxiliary to see what lessons they could learn to promote boating safety efforts in Japan.

Commodore Bob Shafer, ANACO-RB, was the point-of-contact for the project, and he worked with COMO Jim Chase, District Commodore of District 17, to build a team to pull it off. Other members of the team included: D17 District Captain, Bill Reiter, Immediate Past District Commodore Dave Brubaker, COMO Mike Folkerts, Flotilla Commander John Larsen, State Legal Officer Mark Parmelee, District Staff Officer for Publications Roger Holland, District Staff Officer of Member Training Sue Lang, and active duty members Lieutenant Junior Grade Angela Thuotte, the Sector Anchorage Auxiliary Liaison, and Ensign Sasah Shibazaki, from Marine Safety Office Houma, a Japanese language translator.



Captain Scott Johnson, the Japan Coast Guard visitors, and their hosts.



Left: CAPT Sean MacKenzie, Commanding Officer of Sector Anchorage, exchanges business cards with LCDR Taro Kono, of the Japan Coast Guard. Middle: During the tour of Sector Anchorage headquarters, the tour group paused for a group photo. Right: CAPT Yuta Enomoto, JCG (L) presents CAPT Sean MacKenzie (R), CO of Sector Anchorage a tray as a gift of thanks for hosting the JCG delegation.



In June, we learned that a delegation of officers from the Japan Coast Guard would be attending the annual convention of the National Association of State Boating Law Administrators (NASBLA), which was to be held in Anchorage in late September. The Auxiliary was tasked with organizing a familiarization tour for the JCG delegation to acquaint them with the U.S. Coast Guard and U.S. Coast Guard Auxiliary in Alaska and show them how we interact to support Coast Guard missions and to promote RBS. A secondary, but important part of the tasking, was to show our guests warm hospitality and as much of the beautiful Alaskan scenery as possible.

The team coordinated every aspect of the JCG delegation visit, including transportation, schedules, hotel accommodations, foreign visitor clearances, coordination with NASBLA, meals, language translation, and visits to Coast Guard and Auxiliary units. The team had to leverage every bit of their expert local knowledge and be resourceful in planning. There were challenges including long travel distances, unpredictable Alaskan weather, some seasonal resource availability (the visit was after "tourist season" and many facilities were shuttered for the Winter) and even some unusual timing issues (who knew that a tunnel through the mountains was just one lane and had a strict schedule for traffic going one way or the other?).

Over the course of the visit, the JCG delegation were provided briefings and tours of Sector Anchorage Headquarters, including its Command Center, Auxiliary Station Whittier ("The Caboose"), the Auxiliary Facility "*Kindred Spirit*", including getting underway on a patrol, the USCGC MUSTANG, the Alaska Maritime Training Center Bridge Simulator, the Lake Hood Seaplane Base, along with many interactions with active duty and Auxiliary members.



USCG AUX Station Whittier, known affectionately as "The Caboose". A retired Alaska Railroad caboose, it is the focal point of Auxiliary activities in Whittier and has become a Whittier icon.



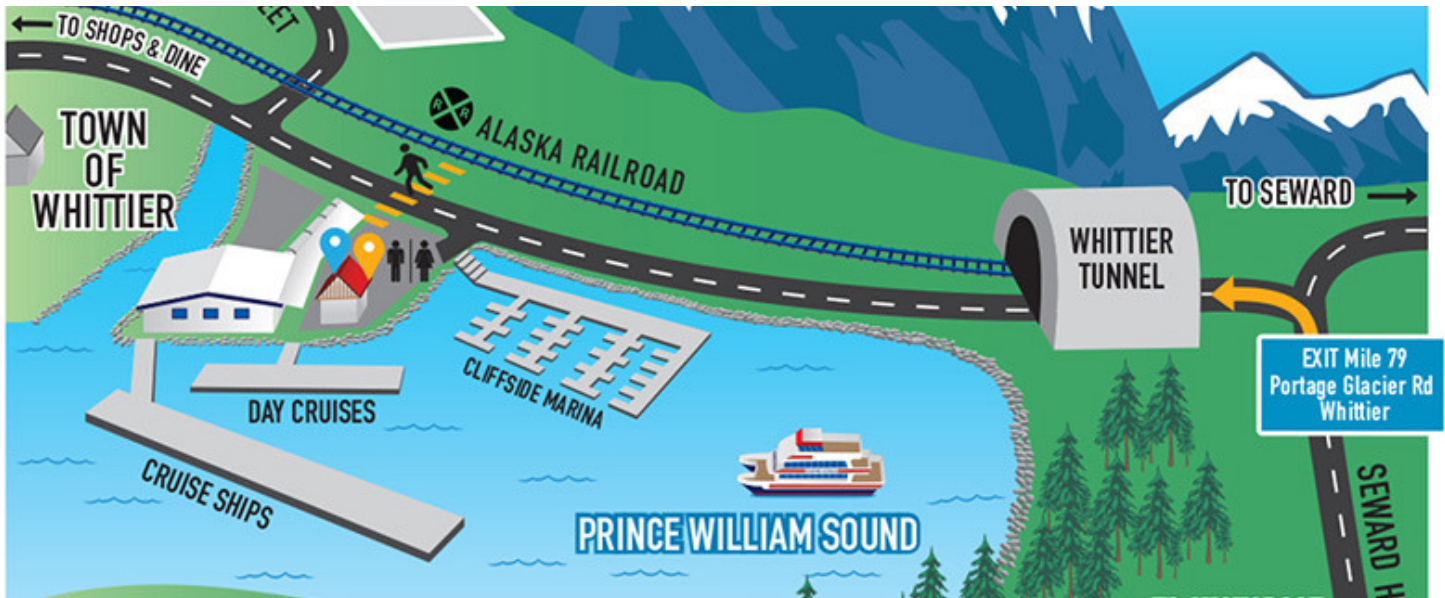
Left: The tour group squeezes into "The Caboose" for a quick tour of the interior. Middle: The team from the Japan Coast Guard. Right: LCDR Taro Kono, of the Japan Coast Guard, give a big smile as he visits "The Caboose".



They received detailed explanations regarding the organization of the Auxiliary, from the flotilla level up to the district, and they received detailed operations and marine dealer visitation mission briefings and demonstrations.

Most importantly, they had the opportunity to talk with a variety of Auxiliarists about the missions and the reasons that we are members of the Auxiliary. They learned about our shared desire to contribute to our communities and our society, our willingness to serve to help make things a little bit better, each of us in our own way. They continued to be amazed that we do all of what we do, so well and without pay.

As a result of the team's efforts, the members of the Japan Coast Guard were very favorably impressed with the passion and professionalism of the both the Auxiliary and active duty Coast Guard. They learned numerous lessons which they will apply to boating safety efforts in Japan. The work of the team reflected favorably on the U.S. Coast Guard and the Coast Guard Auxiliary and strengthened the bonds of friendship and professional cooperation between Japan and the United States. We are already looking forward to seeing our friends from the JCG at future boating safety conferences. ★★

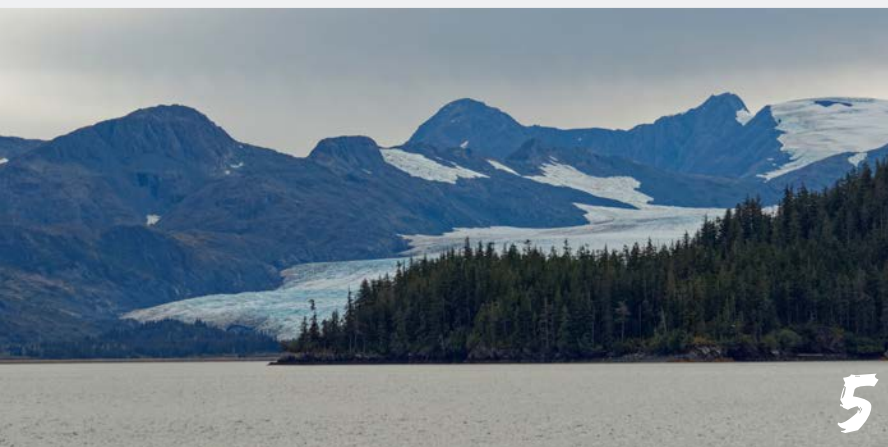
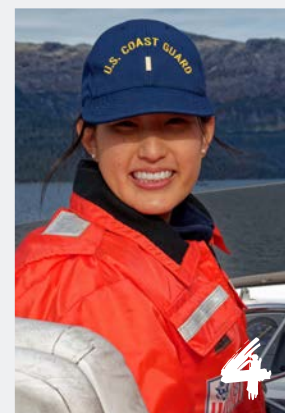


Map of the Whittier, Alaska area, including Prince William Sound. Photo by Whittier Visitor's Center.



Left: COMO Dave Brubaker, USCG AUX, gives our guests a briefing on what to expect when underway in Prince William Sound. Right: The visiting members of the Japan Coast Guard enjoy the view as the "Kindred Spirit" moves out of the Whittier harbor. CDR Yasuhiro Okamoto talks with CAPT Yuta Enomoto as LCDR Taro Kono stands behind them.





1: It's hard not to be impressed by the magnificent view of the mountains of the Kenai Peninsula, surrounding Prince William Sound. 2: From left to right, CDR Yasuhiro Okamoto, JCG; ENS Sasha Shibazaki, USCG; LCDR Taro Kono, JCG; LTJG Angella Thuotte, USCG. 3: Well, not an Auxiliary Flotilla meeting, but a meeting of sea lions, nonetheless. They seemed to be having quite a discussion while lounging on this mooring stanchion. 4: ENS Sasha Shibazaki, USCG, provided great assistance as a skilled and fluent Japanese language interpreter. 5: The ancient blue ice glacier started as snow, thousands of years ago. 6: CAPT Yuta Enomoto, JCG; John Larsen, USCG AUX; CDR Yasuhiro Okamoto, JCG; ENS Sasha Shibazaki, USCG.





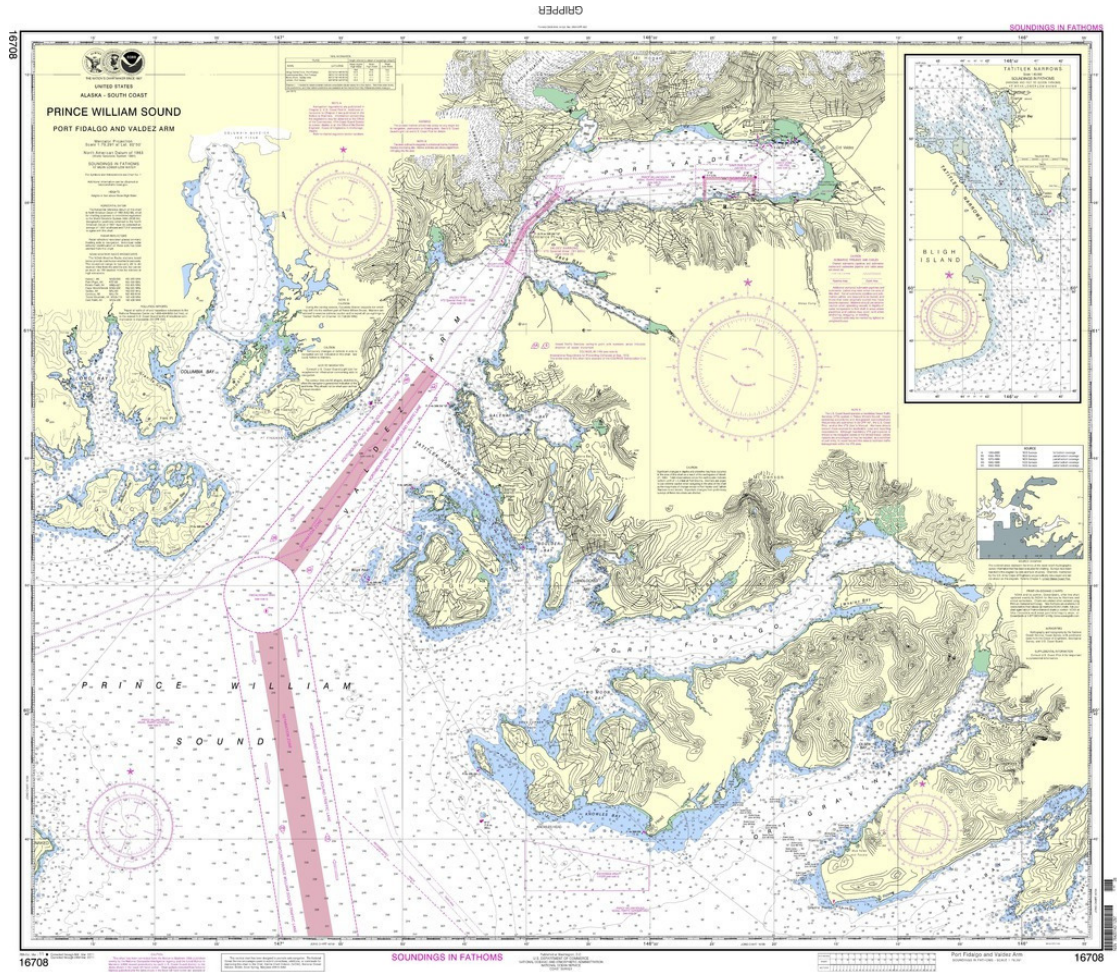
1: CAPT Yuta Enomoto, JCG. CAPT Enomoto is the Director, Safety Measures Division, Maritime Traffic Department, Japan Coast Guard. 2: All smiles after a great patrol on the waters of Prince William Sound. 3: With LTJG Angella Thuotte, USCG looking on from the background, CAPT Yuta Enomoto, JCG presents COMO Dave Brubaker, USCG AUX with a gift as a token of thanks for conducting a great patrol. 4: This fellow keeps a wary eye on the photographer as he reluctantly poses for a photo. Moose are not usually aggressive towards humans, but can be provoked or frightened to behave with aggression, thus should be treated with respect. 5: LCDR Taro Kono, JCG (L) and CAPT Yuta Enomoto, JCG (R) pause during an impromptustop at the Lake Hood Seaplane Base. Lake Hood, next to the Anchorage International airport, the world's busiest seaplane base. 6: T Borruso, USCG, Commanding Officer of USCGC Mustang (far right), explains the features of the bridge. 7: As the annual meeting of the National Association of State Boating Law Administrators (NASBLA) began, they took over the duties of being the official hosts of the JCG Delegation. The "hand off" of official hosting duties was marked by a dinner at Simon & Seaforts, in Anchorage.



WHITTIER, ALASKA



USCG PA Photo of Valdez Arm.



NEWS RELEASE

USCG PACIFIC
AREA PUBLIC
AFFAIRS



USCGC JOHN MCCORMICK DEPARTS FOR ALASKA

WASHINGTON, D.C. — Four new Coast Guard fast response cutters and two new patrol boats are headed to Alaska. The new cutters will be stationed in Kodiak, Seward, and Sitka, with additional patrol boats sent to Petersburg and Juneau. Kodiak is getting two new cutters. Two have already been home ported in Ketchikan. Alaska was set to get four additional cutters as "the tyranny of distance is the bane of any search and rescue case; a matter of hours can mean the difference between life and death." When you set foot aboard a Fast Response Cutter, you are accelerating four decades forward from the ship it has replaced.

At 154 feet, the Fast Response Cutter has incredible improvements over its predecessor. The longer length makes for a more stable platform to conduct operations — from launching small boats in heavy seas to remaining at sea for longer periods of time. This new cutter is also capable of going farther, increasing operational range from 1,853 nautical miles to 2,500 nautical miles. As a result, Alaska will see a 19 percent increase in patrol boat operations. The Fast Response Cutter also achieves speeds of nearly 30 knots for longer periods of time, besting the cutter it is replacing.

USCGC JOHN MCCORMICK will operate within the U.S. Exclusive Economic Zone where its crew will help protect Alaska's commercial fishing and seafood harvesting industry, an industry that brings in more than \$6 billion of revenue to Alaska. With more than half of all fish caught commercially in the U.S. stemming from Alaska's fisheries, this cutter's crew protects fish stocks vital to not only the state but also for our nation. Keeping this commercial fishing fleet safe is priority number one. With its enhanced capability, the cutter's ability to search for and save mariners, provide evacuation or ensure safe transport are some of the capabilities that this ship will bring to bear. This Fast Response Cutter's namesake is Boatswain John F. McCormick who received a Gold Lifesaving Medal for rescuing a fellow crew member in the spring of 1938. For a century and a half, the U.S. Coast Guard has patrolled Alaska waters. The Sentinel-class Fast Response Cutter is the Coast Guard's next generation of patrol boat. It's a game changer for Alaska.



JCG KOJIMA

WEIGHT: 2,950 TONNES
LOA: 337 FT. | WIDTH: 46 FT.
DEPTH: 24 FT. | SPEED: 18 KN.
HOMEPORT: HIROSHIMA,
JAPAN (JAPAN CG ACADEMY)



A LOOK AT THE JAPAN COAST GUARD

ARTICLE & PHOTOS BY ROGER BAZELEY

I had the opportunity to visit the Japan Coast Guard Academy's Training Ship KOJIMA that was visiting San Francisco as a part of its senior cadet 99 day 2016 world training and goodwill cruise. The JCG KOJIMA also visited San Francisco in 2012. My visit resulted in further photography of the JCG vessels in Japan's ports in 2016-2018.



Academy senior graduates on the KOJIMA bridge, Pier 30/32, Port of San Francisco.



Ensign of the Japan Coast Guard.



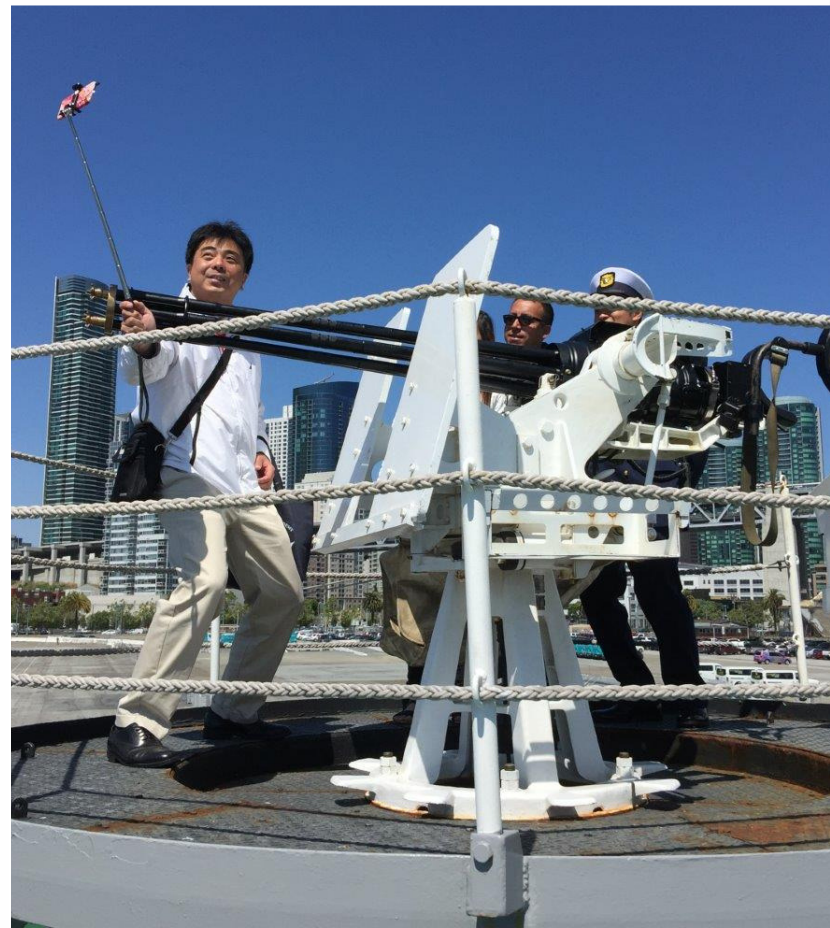
Japan Coast Guard Hull Marking.



JCG KOJIMA top officers.



JCG KOJIMA challenge coin provided to visiting AUX PA.





JCG Photo Archives.



Kaijō Hoan-chō is the Japanese coast guard. Comprising about 14,200 personnel, it is under the oversight of the Ministry of Land, Infrastructure, Transport and Tourism, and is responsible for the protection of the coastline of Japan. It was founded in 1948 as the Maritime Safety Agency.

Personnel: 14,178 persons
Budget: 217,753 million Yen



Vessels and Craft

- Patrol vessels - 138
- Patrol craft - 238
- Special guard and rescue craft - 67
- Hydrographic survey vessels - 13
- Lighthouse service vessels - 6
- Training boats - 3

Total: 465



Aircraft

- Airplanes - 31
- Helicopters - 49

Total: 80



Aids to Navigation

- Visual aids to navigation - 5,116
- Radio aids to navigation - 63
- Other aids to navigation - 34

Total: 5,213



**numbers are from end of fiscal year 2019.*



Japan Coast Guard ships in the Port of Moji and Nagasaki. Moji had a significant amount of fire rescue and fire fighting ships both private and Japan Coast Guard, as 600-750 ships a day pass through the straits.



Japan Coast Guard Fire Suppression Response Cutter berthed at Moji's Port facilities. This vessel is exclusively designed to combat fires at sea.



Active Japan Coast Guard patrol vessel passing through the Moji Strait. 650-750 ships pass through daily.



TITANIC TRAGEDY LEADS TO ICE PATROL FORMATION

Written by Petty Officer 1st Class Thomas McKenzie and Andrew Niquette

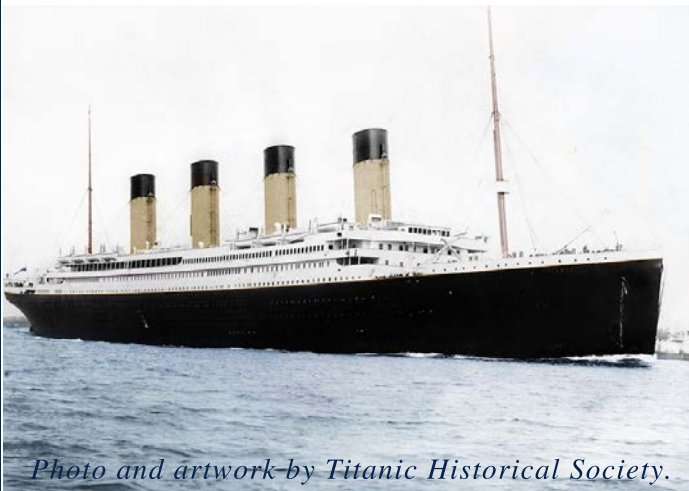


Photo and artwork by Titanic Historical Society.



The Coast Guard enters its 106th year of patrolling the North Atlantic region, marking positions of icebergs much like the one that sank the Titanic nearly 100 years ago. The sinking of the Royal Mail Steamer (RMS) Titanic on April 14-15, 1912 was the key reason for the establishment of the International Ice Patrol.

The RMS Titanic collided with an iceberg just south of the Grand Banks and sank within two and a half hours on the vessel's maiden voyage from Southampton, England, bound for New York. One thousand five hundred and fourteen people perished.

The scope of the disaster created considerable public reaction on both sides of the Atlantic, forcing governments into action and producing the first Safety of Life at Sea convention in 1914. The level of international cooperation required to produce this unprecedented document probably could not have been achieved during this era without the catalyst provided by the incident.

The U.S. Navy assigned the Scout cruisers Chester and Birmingham to patrol the Grand Banks for the remainder of 1912 after the disaster. The Navy could not spare ships for this purpose in 1913, so the Revenue Cutter Service — forerunner of the U.S. Coast Guard — assumed the responsibility, assigning cutters SENCA and MIAMI to conduct patrols.



During the first International Conference on the Safety of Life at Sea, which convened in London on Nov. 12, 1913, the subject of patrolling the ice regions was thoroughly discussed. The convention, signed Jan. 30, 1914, by the representatives of the world's various maritime powers, provided for the inauguration of an international derelict-destruction, ice observation and ice patrol service, consisting of vessels that would patrol the North Atlantic during the season of iceberg danger and attempt to keep the trans-Atlantic lanes clear of derelicts during the remainder of the year. Due primarily to the experience gained in 1912 and 1913, the U. S. government was invited to undertake the management of the service.



Photo by USCG Public Affairs.

President Woodrow Wilson directed the then-Revenue Cutter Service to create the International Ice Observation and Ice Patrol Service on Feb. 7, 1914. The U.S. Coast Guard has maintained a patrol each year since, with the exception of wartime.

Congress passed legislation on June 25, 1936, formally requiring the Commandant of the Coast Guard to administer the International Ice Observation and Ice Patrol Service, and describe how the service was to be performed.

This remains in effect today as the basic Coast Guard authority to operate the International Ice Patrol with only minor changes. There have been three SOLAS conventions since 1929: 1948, 1960 and 1974. None of these have recommended any basic change affecting the International Ice Patrol.

That the International Ice Patrol has maintained broad-based international support for more than seven decades is a tribute to the soundness of the basic concept of operations, despite changing operational and technological factors. Aerial surveillance became the primary ice reconnaissance method after World War II as surface patrols were phased out, except during unusually heavy ice years or extended periods of reduced visibility.

The International Ice Patrol offices, operations center and reconnaissance aircraft were based out of Coast Guard Air Detachment Argentia, Newfoundland, during the ice season from 1946 until 1966. The detachment closed in 1966 due to changing operational commitments and financial constraints. Its headquarters and operations center moved to Governors Island, N.Y., where they remained until October 1983.

Today, the International Ice Patrol is located at the Coast Guard Research and Development Center in Groton, Connecticut. ★★ ★



USCG Hercules C-130 used for the Ice Patrol. Photo by USCG Public Affairs.



AUXILIARY OPERATIONS

COMMERCIAL FISHING VESSELS

ARTICLE & PHOTOS BY ROGER BAZELEY



Commercial fishing is one of the most dangerous occupations in the world. USCG Auxiliary and USCG Commercial Fishing Vessel Inspection Teams covered multiple ports providing inspections prior to the opening of the 2019 crabbing season in the California coastal waters. This year there were multiple teams that offered safety examinations to commercial fishing fleets and owners located at Crescent City, Eureka, Fort Bragg, Bodega Bay, San Francisco's Hyde Street Pier, Pillar Point-Half Moon Bay, Santa Cruz, Moss Landing, and Monterey teaming up with USCG active and reservists for hands on training.

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

Commercial fishing vessels are indispensable to maritime operations. They fulfill a vital need of reconciling demand with supply in the fisheries sector so much so that in their absence, a very simple yet equally essential activity would come to a standstill. As is in any domain, even in the aspect of commercial fishing boats, various evolutionary methodologies have come to be adopted over the course of time. Presently, there are numerous types of fishing vessels that are in operation in the maritime industry, each with a purposeful quality unique to its own.



Seiners are used mainly in the oceanic areas, seiners are so named because of their utilization of seine fishing nets. These fishing nets are singular in shape and are mainly utilized to haul fishes that are found near the water surfaces.



Gillnetters are fishing boats that employ the gill net system of fishing are referred to as gillnetters. Gillnetters can be both manually operated or technologically aided for better fishing results.



Trawlers are one of the most common forms of fishing vessels employed. These vessels have trawler nets that are suspended by motorized mechanized equipment and trailed under the surface of the water at the required depth to trap and haul in the specified/permitted catch.



Crabbers are fishing boats that are mainly and extensively utilized to fish for crabs are known as crabbers. These vessels are also referred to as the 'fish trap' boats as they come equipped with specific entrapping aids to catch crustaceans. In order to haul these trapping aids with the catch, these vessels are equipped with automated windlasses.

The Auxiliary facility Justice with Paul Custance, Bill Ross, and Doug Manifold meeting with the skipper and crew of Guppy Skank for final instructions and mission details.



AUXILIARY SUPPORTS UTAH NATIONAL GUARD TRAINING

Article & photos by Lana Visser, Michael Williams and Pamela Berger

Our mission was to establish a barrier at the north end of Deer Creek Reservoir to provide a safe and secure area for members of the Utah Army National Guard's 1st Battalion, 19th Special Forces Group (Airborne) out of Lehi, Utah, to participate in and conduct an airborne parachute water landing by tactical jump from a Black Hawk helicopter. In addition to the three Auxiliary facilities, we coordinated with a Deer Creek Park Ranger facility, along with two personal watercraft operators (PWO) and a specialized recovery dive vessel assigned to assist by Wasatch County Search and Rescue. Division Commander Custance had been coordinating with Sergeant First Class Josh Newren, pontoon skipper, and Deer Creek State Park Manager Steve Bullock on the logistics of the mission.



A specialized recovery dive vessel assigned to assist by Wasatch County Search and Rescue.



The before-patrol briefing was held at 0515 at the Deer Creek State Park Ranger Station. The briefing was conducted by Division Commander Paul Custance with eleven Division 7 members representing all four Utah flotillas – truly a Division-wide team-based effort. After a familiarization review of Deer Creek Reservoir, Division Commander Custance confirmed vessel and crew assignments. Justice was assigned to Paul Custance as coxswain with William Ross and Douglas Manifold as crew. Rover was assigned to coxswain Carl Henning with Christopher Krogh as crew. These two facilities are Utah State-owned vessels that are provided to the Auxiliary for our use through a unique memorandum of understanding between Division 7 and Utah State Parks. The third vessel, *Trophy 1*, was on its initial patrol as a CGAUX facility. Owner and coxswain Roy Vandermolen was joined by crew Pamela Berger and Lana Visser.

Auxiliary Communications (AUXCOM) duties were assumed by Michael Williams, Division Staff Officer of Communications (SO-CM). Telecommunications Operator (TCO) trainees Michael Thompson and Sherrilyn Custance participated in this concurrent training opportunity to fulfill requirements to certify as qualified TCOs (Telecommunication Operators). TCO training was conducted during the duration of the exercise. Following the facilities' mission assignments that were given, coxswain and crew were dismissed to prepare their boats for a 0600 departure and to set up the AUXCOM location overlooking Deer Creek Reservoir.



Auxiliary facilities at Deer Creek preparing for departure.

As the vessels assumed their assigned stations, Division Commander Custance aboard *Justice* met with Sergeant First Class Josh Newren, skipper of the Utah National Army Guard recovery command platform *Guppy Skank*, to establish radio communications and review any final instructions and mission details. There would be approximately 48 Special Forces personnel participating in the jump from the Black Hawk helicopter in groups of three paratroopers per pass. Skies were clear, winds were calm, air temperature was in the mid-60s, and all vessels and crew were standing by in their assigned positions. Some fishermen were unhappy their favorite fishing holes would be unavailable for a good portion of the day, but were cooperative and willing to find another spot during the training exercises. They remained behind the established perimeter to fish and watch the action. Communications with the Utah Army National Guard unit kept all apprised of projected times of each jump.

As with many missions and despite all the planning, things sometimes don't happen on the planned schedule. The scheduled 0630 start time was pushed back several times. It was close to 0815 when the Black Hawk finally took to the skies for its first pass.



Auxiliary facility Trophy 1 in position awaiting the training exercises to begin.



Auxiliarist Lana Visser enjoys the beautiful view around Deer Creek Reservoir.



Guppy Skank with circling Rigid Inflatable Boats create a visual landing target for the jumpers.



As the helicopter began its ascent; five Special Forces, Rigid Inflatable Boats (RIB), gathered around the pontoon boat Command Post. The first jump was a HALO (High Altitude Low Opening) jump. It took a while for the Black Hawk to gain the proper altitude. When the helicopter reached its target elevation of 13,000 feet elevation or 8,000 feet above the water level, the RIBs assumed positions around the Command Post and began low-speed maneuvers in a circle around the pontoon boat to create a visual target for the jumpers to aim for and to signal the drop zone was clear of any unplanned boat traffic.

The paratroopers were mere specks in the sky as they jumped from the helicopter and deployed their parachutes. As the jumpers came closer to their landing position, the RIBs ceased their circling and prepared to recover each jumper as they landed in the reservoir. After the jumper and parachute were recovered, they were taken back to shore to their unit encampment, Black Hawk Landing Zone (LZ). The Black Hawk returned to its LZ to load the first group of paratroopers to begin low-level jumps 1,000 above water level.

The perimeter control vessels had intercepted a number of vessels curious about what was going on who didn't seem to realize that area of Deer Creek had been closed to boating traffic. Everyone was cooperative and respectful, and many stayed behind the perimeter to watch. A few fishing boats began to inch forward along the shoreline, testing and pushing their boundaries, but were approached and moved back by Wasatch County Search and Rescue personnel on the two Personal Watercrafts (PWC). The PWCs were excellent platforms to patrol the shallow waters closer to shore, and their value was demonstrated when a powerful, high-horse-power bass boat blasted through the perimeter line.



RIBs move into position to recover the paratrooper and parachute as they splashed down in the reservoir.

One PWC immediately took up pursuit, followed by two Auxiliary facilities, leaving one Auxiliary facility, one PWC, and the Deer Creek ranger facility to maintain the perimeter line. Oblivious to the three boats and sirens behind them, the bass boat continued to the north end of the lake before stopping and finally realizing he were being pursued by three official vessels. Fortunately, the Black Hawk was at the LZ loading more paratroopers, so no jumpers were in danger. After talking to the boat operator, he was escorted back to behind the perimeter line — hopefully with more awareness of what was going on around him when he was boating.

The rotation of loading paratroopers from the base camp LZ and completing each jump pass continued through the morning. Several drop approaches had to be aborted, not because of errant boaters in the drop zone, but because of aircraft overflying the drop zone from a nearby small local airport, including a refurbished WWII B-17 taking passengers on air tours of the surrounding area and a sky-writer as well as an aerobatic aircraft performing maneuvers in skywriting with smoke.



Utah Army National Guard jumpers exit the Black Hawk helicopter.



Right: Carl Henning and Chris Krogh aboard Rover pursuing a boat that breeched the barrier perimeter. Left: Roy Vandermolen and Pamela Berger aboard Trophy 1 keep a lookout for boaters getting too close to the barrier perimeter.



The final two jumps commenced following a brief refueling pause, as the aircraft crew flight time as well as Auxiliary operational mission time was close to expiring. To complete the mission, the number of jumpers increased from three to seven, an inspiring sight to witness as the jumpers descended. At 1330, the AUXCOM received the message ENDEX (End Exercise) – another successful mission completed.

This was the second year Division 7 Utah had participated in this Joint Service Exercise, and as a tradition established at the first event, each Auxiliary vessel motored to within hailing distance of the Utah Army National Guard's encampment and one by one saluted the members of the 1st Battalion 19th Special Forces Group. We appreciate their service to our country and welcomed the opportunity to assist them their training exercises. Sergeant First Class Josh Newren later expressed his appreciation to Division Commander Custance and Division 7 Utah for our assistance during their training exercises and for providing a safe area for their paratroopers to train.

After saluting our Utah National Guard servicemen and women, Auxiliary vessels and crews returned to the dock, secured the vessels, and gathered in the Deer Creek Campground for debriefing, lunch, and fellowship. Auxiliarist Sherry Custance reported that many sightseers had stopped at AUXCOM's location to ask about the AUXCOM's team was doing. This provided an opportunity to introduce visitors to the U.S. Coast Guard Auxiliary and its missions. Several individuals with great interest asked where to find out more about the Auxiliary, which we were happy to provide!

During our debriefing, the participating Auxiliary members felt the event had gone very well. The public also had the opportunity to see the Auxiliary on scene supporting the Utah Army National Guard which generated interest in the USCG Auxiliary and what we do. The Utah Army National Guard and the Deer Creek rangers were appreciative of our willingness to provide special events support for their activities on Deer Creek. Our Division members had the opportunity to interact with other members of our division, which is infrequent due to the relationships they have with other Utah State Parks lakes, on which they patrol on a routine basis. Participating in this exercise was a great opportunity to learn best practices from each other in addition to communicating with AUXCOM to adjust to a fluid mission environment.

This event exemplified the preparedness, professionalism, and ability of Division 7 Utah operational personnel to perform their mission assignment, conduct concurrent training, and learn from each other. By the way, the food was great. Professionalism, proficiency, and fellowship are alive and well in Division 7 Utah. ★★ ★



Left and Right Photos: End of the day and a job well done. Paratroopers and support personnel pack it up and head for home. Center: WWII B-17 overflying the drop zone.





South Beach Marina, Photo of Kayak Inspection with
COMO Dale Fajardo (Left) and Sue Fry, Marine
Safety expert (right).

MEMBER TRAINING: PADDLE CRAFT EXAMINERS

Article & photos by Roger Bazeley

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

As a result of the concern, especially in the Bay Area with the popularity of paddle-craft usage, rentals, and sport activities, there is an increased emphasis by the USCG and USCG Auxiliary in developing and strengthening safety exams and public boating education. Auxiliarist Roger Bazeley is developing educational articles and program marketing to target these concerns with fellow Auxiliarists in recreational boating and marine safety in District Eleven North, including Bill Burns, past Flotilla Commander and Flotilla Staff Officer of Marine Safety, Sue Fry - Marine Safety Specialist, Commodore Dale Fajardo, Mike Lauro - District Staff Officer of Vessel Examination, Doug J. Manifold - District Staff Officer of Public Affairs, and others.

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

A program of the National Safe Boating Council



Paddle-craft are the fastest growing form of recreational boating in the United States. The Outdoor Industry Association reports that about 17.8 million people participated in some type of paddle sports activity getting out on the water more than 50,000 times daily. With over one hundred thousand paddle craft being sold annually, the U.S. Coast Guard anticipates that by 2020 as many as 47 million paddlers will be using paddle craft for touring, physical exercise, fishing, hunting, or other activities.

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



Kayak VE and name sticker application by Auxiliarists Dale Fajardo and Sue Fry.

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

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



Save A Life. Wear It!



USCGC Robert Ward (WPC-1130) berthed at Sector SF and dressed for commissioning.
"Bring This Ship To Life!"



USCGC Robert Ward Commissioning

Article and photos by Roger Bazeley

YERBA BUENA ISLAND, CALIFORNIA — USCG Cutter ROBERT WARD (WPC-1130) is a Sentinel-class Coastal 154' LOA Fast Response Cutter. The Coast Guard has asked the U.S. Navy League, USCG supporters and the San Francisco Bay Area maritime community to sponsor the commissioning of the new Fast Response Cutter USCGC ROBERT WARD. The commissioning took place at USCG Base Alameda on March 2, 2019, in the San Francisco Bay Area. The Ship's Motto is: "Heroism Under Fire".

The cutter's motto is inspired by its namesake Robert Gratton Ward. Ward served as coxswain of a landing craft in the first wave of operations against the enemy on Cotentin Peninsula during the invasion of Normandy in WWII. Ward successfully landed his troops despite heavy enemy opposition. Upon retracting from the beach, he observed stranded crews from two other landing craft whose boats had been destroyed by enemy mortar fire. Ward returned to the beach, took both crews off despite continued shelling, and returned safely with them to his ship. Ward was awarded the Silver Star for conspicuous gallantry in action against the enemy.



On September 26, 2008, Bollinger Shipyards in Lockport, Louisiana, United States, was awarded \$88 million to build a prototype. The vessel would be the first of a series of 24-34 46.8-meter (154 ft.) cutters built to a design largely based on the Damen Stan 4708 patrol vessels from the Netherlands firm the Damen Group.

Proposed modification to the Damen Stan 4708 patrol vessel were considered for possible use in the USCG. Vessels of the closely related Damen Stan 4708 patrol vessels employed by other countries mount a fire-fighting water cannon where the USCG design mounts a 25mm autocannon.

USCG Fast Response Cutters (FRC) will perform various Coast Guard missions which include but are not limited to PWCS (ports, waterways, and coastal security), defense operations, maritime law enforcement (drug/migrant interdiction and other law enforcement), search and rescue, marine safety, and environment protection. The vessels are armed with a remote-control 25mm Bushmaster autocannon and four crew-served M2HB .50-caliber machine guns.

They have a bow thruster for maneuvering in crowded anchorages and channels. They also have small underwater fins, for coping with the rolling and pitching caused by large waves. They are equipped with a stern launching ramp, and are manned by a crew of 22. The Fast Response Cutter deploys the 26' Cutter Boat - Over the Horizon (OTH-IV) for rescues and interceptions.

The FRC Coast Guard vessels design include an increase in speed from 23 to 28 knots (43 to 52 km/h; 26 to 32 mph), fixed-pitch rather than variable-pitch propellers, stern launch capability, and watertight bulkheads. The vessels are built to ABS High Speed Naval Craft rules and some parts of the FRC also comply to naval vessel rules.



USCGC Robert Ward (WPC-1130) berthed at Sector SF and dressed for commissioning.



Guests of Honor during the commissioning ceremony.





Army Band performing for the commissioning.



The beginning of commissioning ceremonies.



Officers of the Admiral's Attache.



L-R: RADM Peter Gautier, Ship's Sponsor, USCGC Commander, and VADM Linda Fagan.

The vessels meet NAVSEA standards for two compartment damaged stability and also meet the intact and damage stability and reserve buoyancy requirements in accordance with the "Procedures Manual for Stability Analyses of U.S. Navy Small Craft". The vessels have space, weight, and power reserved for future requirements which includes weapons and their systems.

The cutters have a reduced radar cross-section through shaping. The bridge is equipped with a handheld device that allows crew members to remotely control the ship's functions, including rudder movement and docking. Prior to the deployment of the Marine Protector class, the Coast Guard decided that all its cutters, even its smallest, should be able to accommodate mixed gender crews, and the Sentinel-class cutters are also able to accommodate mixed gender crews. On May 4, 2016, Bollinger Shipyards announced that the U.S. Coast Guard awarded it a new contract for building the final 26 Sentinel-class fast-response cutters. That brings to 58 the total number of FRCs that the USCG ordered from Bollinger. Acquiring the 58 cutters is expected to cost the federal government \$3.8 billion — an average of about \$65 million per cutter. (Reference Sources: Bollinger Shipyards, and USCG Media) ★★





SAN FRANCISCO FLEET WEEK 2019



By Roger Bazeley, AUXPA1

Taking place over three consecutive days in the skies above the city’s waterfront, this event attracts over a million people from around the Bay Area. Featuring the United States Navy Blue Angels, the Air Force’s F-22 Raptor, the Royal Canadian Air Force CF-18 and from France, the Breitling Jet Team. Throughout fleet week, thousands of visitors climb aboard the USS BONHEMM RICHARD LHC-6 Carrier, destroyers and frigates, USCG cutters and cruisers docked at the Embarcadero to get a glimpse into the day-to-day lives of the sailors serving in the U.S. Navy, U.S. Coast Guard and Australian Navy.

The U.S. Navy Blue Angels flew again as in past years in the 2019 San Francisco Fleet Week celebration of military power, which featured 2 days of airshows, including a United Airlines Boeing 777 airliner flying maneuvers, U.S. Coast Guard rescue demonstrations, U.S. Navy ship tours, and live music, all starting with the Saturday parade of ships underneath the Golden Gate Bridge. The main Blue Angels air shows were on Saturday and Sunday.



USCGAUX facility *Servant* served during 4 days of Fleet Week as a ‘TARP’ boat. That means it had a yellow tarp atop and was one of two ‘TARP’ boats in The Box. The ‘TARP’ boats must stay within 25’ of their assigned GPS coordinates and it is very important they do that. The purpose of the two ‘TARP’ boats is to act as reference points (like the ends of a runway) for the aircraft performing. We unofficially and with humor, refer to the boats as ‘TARGET’ boats since in reality the aircraft use them as targets for maneuvers and thus, come very, very close. Aboard *Servant* were the following USCG Auxiliaries: Coxswain Steven Bustin, crew and owner Jim Losi, crew Greg Olsen, crew Michael Mitchell. Photo: USCG Public Affairs.





Silver Charm Coxswain T. Blanchard and Auxiliarist Herman Haluza. Photo by USCG Auxiliary Public Affairs.



THE NAVIGATOR'S CORNER



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

CONTENTS

- 1. Harry Stephenson In Memorium**
- 2. Auxiliary Chaplain Program**
- 3. Remembering Our Auxiliarists**



W E R E M E M B E R :
HARRY STEPHENSON

End of Watch: November 22, 2019

Auxiliarist Harry Stephenson passed away at approximately four o'clock, Friday November 22nd. Harry was a long time Auxiliarist, with over 32 years of service. He was very active as a PA officer, serving his Flotilla 082-11-04 as FSO-PA and serving on the National A-Directorate Staff as Branch Chief of Partnerships. Harry will certainly be missed by all who knew him and served with him as a friend, fellow Auxiliarist, and mentor.



U.S. COAST GUARD AUXILIARY

CHAPLAIN SUPPORT PROGRAM

PROVIDED BY LIEUTENANT ERIK NEIDER, USCG D11 CHAPLAIN

The U.S.C.G. Auxiliary Chaplain Support program (ACS) expands religious ministry capacity and capability to better meet the needs of Coast Guard members and other authorized personnel. ACS Chaplains work under the direction of supervisory Coast Guard Chaplains, who, given manpower and geographic limitations, may be prevented or delayed in the timely response to religious ministry requirements. The ACS program is a crucial step in closing this shortfall and providing the best religious ministry support possible for Coast Guard members and their families.

In 2019, ACS Chaplains traveled over 59,000 miles providing nearly 12,000 hours of operational religious ministry support to the Coast Guard in the form of funerals, memorial services, burials at sea, unit training, crisis response, weddings, baptisms and other religious rites, ceremonial support for retirements and changes of command, hospital visits, pastoral counseling, and unit visits ashore and at sea. This is in addition to 15,000 hours of "stand-by" support. There are currently 33 approved ACS Chaplains supporting the Coast Guard. This is expected to increase to 50 in 2020.

Eligibility requirements for the ACS correspond to the requirements for DOD military chaplains in terms of education, experience, and ecclesiastical endorsement. Affiliation with the USCG Auxiliary is required.

**FOR MORE INFORMATION, PLEASE CONTACT THE
OFFICE OF THE CHAPLAIN OF THE COAST GUARD AT:
AUXCLERGY SUPPORT@USCG.MIL**





REMEMBERING

OUR USCG AUXILIARISTS WHO HAVE PASSED OVER THE BAR.

PHOTOS: USCG AUXILIARY D11N
DISTRICT COLOR GUARD PRESENTING
COLORS AT MEMORIAL. PROVIDED BY
USCG AUXILIARY PUBLIC AFFAIRS.





Cover Photo:

WHITTIER, AK — The AUXFAC “Kindred Spirit” heads out of the Whittier marina into Passage Canal, at the west side of Prince William Sound. Crewmembers Roger Holland and John Larsen keep a taut watch on the foredeck. Photo by COMO Robert Schafer.



Japan Coast Guard

WHITTIER, AK — LCDR Taro Kono, JCG presents a thank you gift to John M Larsen, USCG AUX. Presentation of a token of appreciation, such as candy or a small souvenir, is a customary Japanese practice. Photo by COMO Robert Schafer.



Masthead Photo

YERBA BUENA ISLAND, CA — USCG members of Sector San Francisco raising colors at dawn with bay and Marin Mountains reflected in building windows. Photo by Roger Bazeley.



Back Cover:

Top photo: SAN FRANCISCO, CA — Golden Gate Bridge tresses with western view of the sun setting behind historic Fort Point Light House. Bottom photo: YERBA BUENA ISLAND, CA — Sector San Francisco Boat Station with 87' USCGC PIKE and USCGC TERN berthed at night. Photo by Roger Bazeley.



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- All members of the U.S. Coast Guard Auxiliary
- Coast Guard Auxiliary Association members and staff
- *Note: please add uscgaux-ms@cgauxnet.us to your address book. Messages sent from that email address are official messages of the U.S. Coast Guard Auxiliary.*

PHOTO OF THE QUARTER

Robin Priestley, Branch Chief - Photography

BATON ROUGE, LA - 6 December 2019, Baton Rouge Flotilla boat crew members and Marine Safety Unit Baton Rouge assets provide a safety zone on the Mississippi River at the Festival of Lights. Photo taken by Auxiliarist Steve Oubre.



AUXILIARY



SCUTTLEBUTT

AUX JACK

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



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.

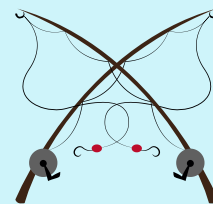
** from the USCG Glossary*

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

www.cgaux.org

DISCLAIMER

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BEFORE YOUR CHARTER LEAVES THE PIER:

ASK TO SEE A LICENSE!

By law, and for your safety, the Captain must be USCG licensed, and the vessel must display USCG Vessel Inspection decals.

FINES: \$38,175 per day or more for illegal operations.
(46 U.S.C. 8906 | 46 U.S.C. 3318(j)(1) | 33 U.S.C. 1232(a))

For questions, or to report illegal activity, contact your local USCG Sector Office.

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

The NavEx editorial staff reserves the right to edit submitted content. Submission does not guarantee publication in NavEx, and the editors reserve the right to reject submissions for publications at any time during the editorial process.





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".

NAVIGATOR EXPRESS



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.





Photo By Gail Giacomini, AUX Public Affairs DIIN.



**WE REMEMBER OUR DEDICATED
AUXILIARISTS WHO ARE GONE,
BUT NEVER FORGOTTEN.**

ETERNAL FATHER STRONG TO SAVE

Eternal Father, strong to save,
Watch over those who guard our coasts
Protect them from the raging seas and
all who navigate the mighty Oceans deep.
Grant light to navigate, and life and peace
to those in peril on land, sea and fly above.

Lord, guard and guide those who fly
and those who on the ocean ply
Be with our troops land, sea, and in the air;
And all who for their country stand;
our Coast Guard & Auxiliary brothers and sisters,
be with these guardians day and night,
And may their trust be in thy might.

Lord, guard and guide our aviators who fly
through the great spaces in the sky,
Be with them always in the air,
in darkening storms or sunlight fair.
Guide those who navigate on high,
who through grave unknown perils fly
search and rescue missions for those in peril.

Lord, we pray that political chaos, dark and rude;
with its resulting angry global tumult cease,
and give, for wild confusion – peace;
For our national and Coast Guard leaders who are
guided by you – with their loyalty and courage
supported through volunteering and duty.

Lord, we seek wisdom and guidance in protecting
the USCG, Auxiliary volunteers, sailors and
fisherman from storms of strife and danger,
And guiding them to a fulfilling life as volunteers
in doing public service for our communities and
nation in protecting life and our environment.

O Trinity of Love and power!
Our brethren shield in danger's hour;
From rock and tempest, fire and foe,

Protect the USCG and Auxiliary volunteers in
their critical missions; served with honor,
duty and their passion to serve those in peril.

Thus evermore shall rise to Thee
Glad hymns of praise from land, sea, and air.

AMEN

USCG/AUXILIARY ADAPTATION: ROGER BAZELEY



NAVIGATOR EXPRESS

