

THE EASTWIND

OFFICIAL PUBLICATION OF THE NINTH DISTRICT EASTERN REGION SINCE 1972

UNITED STATES COAST GUARD AUXILIARY

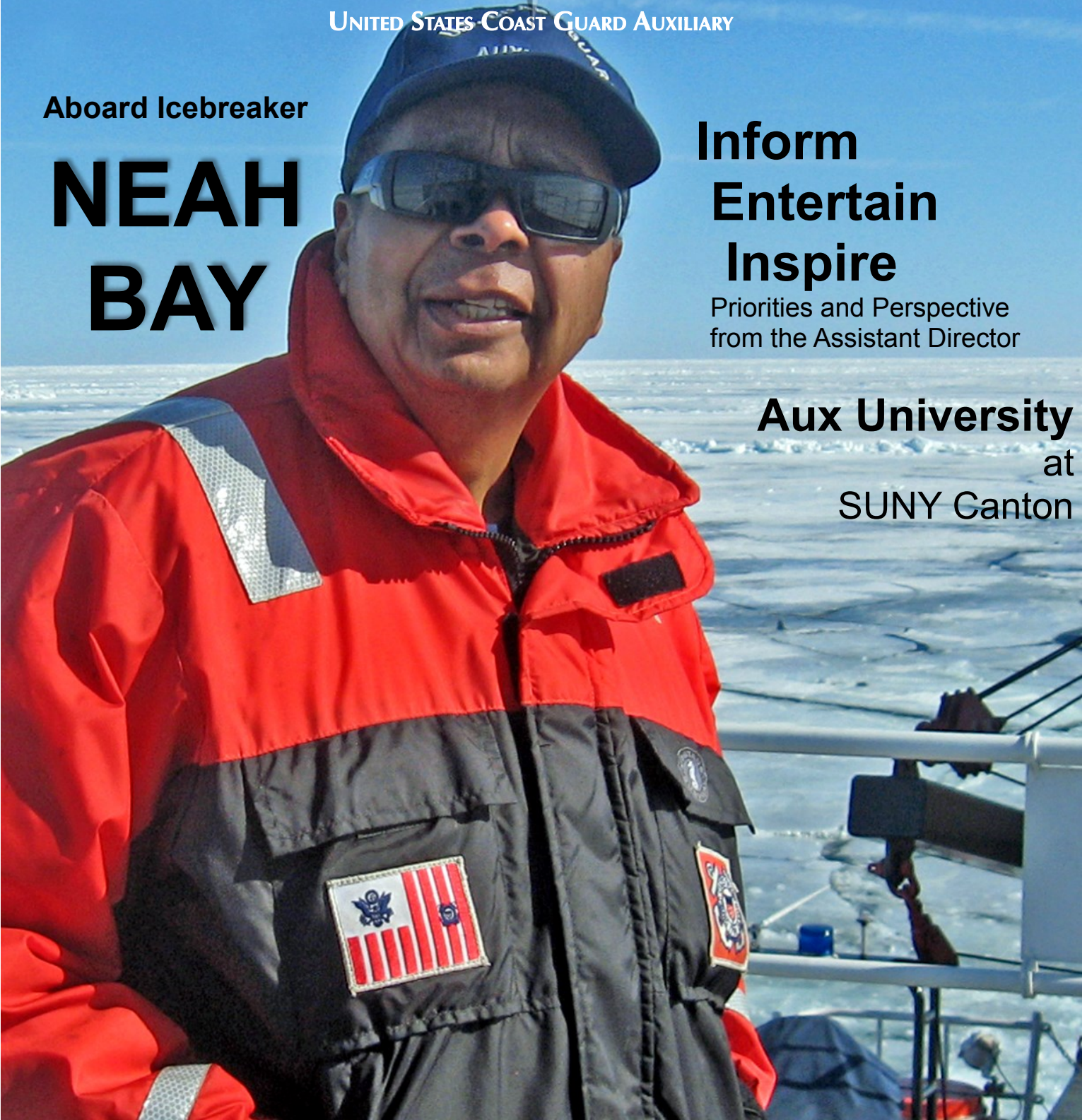
Aboard Icebreaker

NEAH BAY

Inform
Entertain
Inspire

Priorities and Perspective
from the Assistant Director

Aux University
at
SUNY Canton



District Commodore

Edward Monaco



Ice is melted on the Great Lakes and we will soon be on the water, in the air, and at the Stations providing patrols and assisting the US Coast Guard in completing our Auxiliary Missions. This summer the Gold Side will be looking to the Auxiliary to assist in as many ways and for as many hours as we can. Tight budgets and increased workload on our Coast Guard Family means more work and fewer resources to get it done with. For this reason we are truly needed and we can provide the needed assistance through working with the US Coast Guard this summer.

The National Auxiliary has provided us with a means to assist the US Coast Guard in an organized and effective approach through the existing contacts and relationships that we maintain with the Stations and Sector Command for the Ninth Eastern District. In addition, this year we have a new position in DSO – IM (Incident Management) that allows us to integrate with the Coast Guard and augment them in areas where they need assistance and we have the trained personnel available to do the job.

We are currently working with Sector Command to determine where, when, and how we can provide our available resources of facilities and trained personnel to pick up some of the load that is being placed on the Coast Guard to fulfill their missions. These include air and water patrols, watchstanding, use of our trained personnel's skills as listed in the skills bank, and all of our other missions that we perform for the Coast Guard. We are and will be developing a program to quantify our abilities and how we can mesh them with the Gold side, Station by Station and with Sector. We will be visiting with the Small Boat Station COs to determine where, when, and how we can be most effective in augmenting them this summer.

I am looking forward to offering and providing our Ninth Eastern Coast Guard the assistance of our Auxiliary in all ways that we can to help them achieve their goals this summer. I will be asking our members to work with their elected leadership and let them know how you can be of service this summer to your local US Coast Guard Small Boat Station. Let's get our training completed early this year and be prepared to assist when we are needed. We are, after all, Semper Paratus.



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Photo by David Basile

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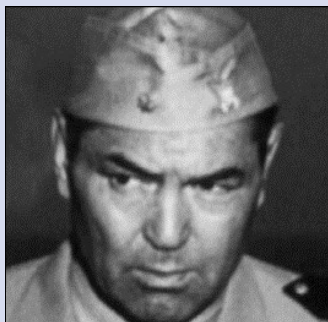
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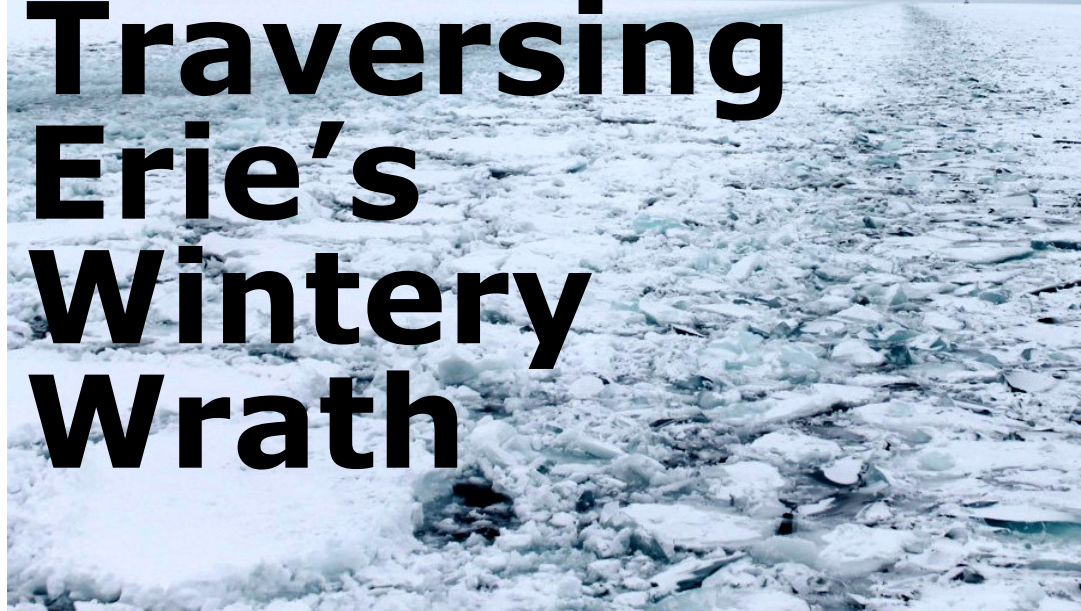
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Aboard Icebreaker NEAH BAY

Traversing Erie's Wintery Wrath



CLEVELAND, OH - While many of us are more than eager to put the memories of this past winter behind us, Auxiliarist Ed Morris (Flotilla 62, Medina County) recalls a unique experience he won't soon forget.

It all began a few months previous, when Ed sent a request to his flotilla commander, asking if he could spend a few days at sea aboard a USCG icebreaker. The request went up the Auxiliary chain of leadership, receiving a positive response a few weeks later. A plan to sail, March 17, on the USCG cutter Neah Bay was explained during a phone call from Chief Dale Janetka, USCG. After an extended phone conversation, BMC Janetka told Auxiliarist Morris to expect a helmsman training manual in the mail. When it arrived, Ed knew he had some heavy reading and preparation to do before joining the cutter crew on an icebreaking mission.

between the hull and ice, reducing resistance as the ice is displaced by the ship's hull. Morris further explained "The ship might be moving ahead at 10-12 knots, then be slowed by thick ice, sometimes requiring the ship to back up, and then propel forward again. Part of my shipboard duties were to steer the ship, acting as helmsman." As helmsman, he would listen, repeat, and follow steering orders, such as steering 5 or 10 degrees from current course. Morris continued, "The ship was extremely rugged and seaworthy, but I was told the rudder could be quite vulnerable when backing-up, so I was trained to always make sure to have the helm amidships, when in reverse."



ABOVE: Cutter Neah Bay during a summertime visit to Port of Rochester (NY). Neah Bay's home port is Cleveland, OH. Photo by Bob Bialkowski, Flotilla 32, Grand Island, NY
LARGE UPPER PHOTO: LAKE ERIE - Leaving a trail of broken ice behind, the Neah Bay clears an open channel for commercial traffic. Photo by Dave Basile, Flotilla 7-16, Cleveland, OH
UPPER RIGHT PHOTO: LAKE ERIE - Auxiliarist Morris practices taking a bearing on-board Neah Bay. USCG photo by BMC Dale Janetka

The Neah Bay is one of nine 140-foot Bay Class icebreakers used by the Coast Guard primarily for domestic ice breaking duties. These workhorses of the Great Lakes use their weight, and a specially designed bubbler system to force air and water

The ship's captain, LTJG Kenneth Pepper, USCG, was assisted by two additional officers, and 14 enlisted crew on icebreaking missions, often escorting commercial freighters from one port to the next. Morris recounted, "transit can sometimes be very slow - a short trip from Cleveland to Fairport Harbor (OH) would be a one-hour trip in summer, but ended up taking most of the day when challenged by 6 to 8-foot thick winter ice."

Morris found the crew to be well trained, professional, and friendly. Safety was always a priority. As a guest on-board, Morris recalled, "I had to complete egress training - knowing the ship layout well enough to get out from below decks, blind-folded, simulating an emergency situation."

Morris concluded, "As an Auxiliary Public Affairs officer, this fantastic three-day personal experience will be a powerful tool to help me tell the story of the Coast Guard, and Coast Guard Auxiliary mission."

- Mark Thomas
Editor

Ninth Coast Guard Chief of Staff tells training conference:

COAST GUARD RELIES ON AUXILIARISTS TO MAKE A DIFFERENCE

DUNKIRK, NY - Looking out on a crowded banquet hall at the Spring D-Train, Ninth Coast Guard District Chief of Staff, Captain John Little, USCG, quoted some words from Duke University basketball coach Mike Krzyzewski.

“People want to be on a team. They want to be part of something bigger than themselves. They want to be in a situation where they feel that they are doing something for the greater good.”

“The Coast Guard Auxiliary is much like that,” Captain Little added. “Your satisfaction lies in...doing something for the greater good - and boy, do you!”

The Coast Guard captain was a featured speaker at the district training conference, held March 19-22 at Clarion Hotel Marina & Conference Center in Dunkirk, NY. Referring to the Great Lakes Region as North America’s economic engine, with “an economic output of 4.9 trillion U.S. dollars,” Captain Little noted that there were three million U.S. registered recreational boaters on the Great Lakes – “and this impressive number does not even include all the unregistered kayaks and human-powered craft on the lakes.”

“This is certainly where the USCG Auxiliary shines,” CAPT Little said, “enhancing recreational boating safety through education, operations, and outreach.” The Auxiliary’s outreach across the waters “saves lives.” Not only that, Auxiliarists continue to look for innovative ways to reach out. “A great example is the Central New York Boat Show where you offered the boating safety course, ‘Suddenly in Command’. This course is for boaters who typically go out as a passenger, so they can effectively step in should the primary operator become incapacitated.”

Noting that Ninth Eastern Region auxiliarists effectively



Sector Buffalo Commander Captain Brian Roche, USCG, (left) and Deputy National Commodore Larry King were among those participating in the general assembly.



CAPT John Little, USCG, (above) spoke at the D-Train banquet and helped to present the Auxiliarist of the Year Award to Michael Packard (right), who taught First Aid/CPR at the conference. Photos by Bob Stronach, Flotilla 26, Sylvan Beach, NY

“double Sector Buffalo’s active duty force, and are more evenly dispersed throughout the area of responsibility,” he said the Coast Guard relies on auxiliarists to step up and make a difference.

It all comes down to people, he said -- people like Auxiliarist of the Year Michael Packard. He praised Packard’s breadth of involvement – vessels exams, marine dealer visits, teaching boating safety, teaching first aid/CPR, and using his EMT skills while on a safety patrol to aid three people injured in a boating accident.

Captain Little left the banquet attendees with one final thought - this one from legendary college basketball coach John Wooden: “You can’t live a perfect day until you do something for someone who will never be able to repay you.” “That,” he said, “is what you do each and every day...”

An awards ceremony followed, with Packard receiving his Auxiliarist of the Year award, and Flotilla 31 (Youngstown, NY) being named Flotilla of the Year and receiving the Flotilla Meritorious Achievement Medal. Flotilla 31 was cited for growing membership; qualifying members for a number of roles; completing over 5,500 hours in recreational boating safety, public education classes, operations, and watchstanding.

An earlier awards ceremony – sandwiched between a general assembly and an array of classroom and hands-on training -

(Continued Page 16)

Flotilla 76 Continues to Serve, One Meal at a Time

FAIRPORT HARBOR, OH - Flotilla 76 (Fairport Harbor) has a long standing relationship with Station Fairport, with members serving as active boat crew and watchstanders. The newest service provided by several members is the AUXFS (Auxiliary Food Service) program, formerly known as AUXCHEF.



Station Fairport AUXFS crew serving breakfast on a weekend. R to L: Roger Kish, Aaron Katz, Ron Baker. USCG photo by SN Wendy Camacho

AUXFS is a national program designed to provide trained Auxiliary food specialists to backfill the services offered by the active duty FS (Food Service). For a small boat station such as Fairport, having the Auxiliary being able to provide a hot meal on the weekend is greatly appreciated by all, as this is usually the time that the FS has a day off.

Ron Baker (Flotilla 76), explains; "We initially started covering breakfast on the weekends the station FS was off duty. AUXFS pitched in by making a fresh breakfast or lunch, so that the station crew didn't have to cook themselves." Over the past few years the program has expanded to cover more weekends and a variety of menu items. According to Baker, "Sometimes when there is not enough station crew on duty for the FS to provide meals, the AUXFS have kicked in and bought, cooked, and served their breakfast or lunch, rather than just relying on what the FS may have purchased."

"We also do the clean up of the galley after everyone has been fed", added 45-year Auxiliary member Roger Kish (Flotilla 76).

(Flotilla 76), VFC, "the purpose of this breakfast is twofold. One, to bring our members together prior to our monthly meeting for fellowship, and to meet new perspective members. The second purpose is to bring a hot breakfast to the Coast Guard crew and give the Auxiliary a chance to meet casually with the Gold side."

AUXFS members Baker, Kish and Smith came up with the simple plan that allows everyone to benefit. Flotilla members are charged a minimal cost for breakfast, with the cost being enough to purchase a meal at no cost to the station crew on duty that day. The first breakfast went well, with each of the eight active duty crew members being served a free breakfast, compliments of the six Auxiliary members who participated. They are still working out the details for costs and the menu, but each of the active duty crew were very appreciative of the efforts of the AUXFS and Auxiliary members who attended.

To the station crew, this bunch of Auxiliary members can be a great sight after a long mission on Lake Erie, regardless of the time of year. Waking up on Saturday morning to a hot breakfast when the northeastern Ohio weather has turned raw is always appreciated. Said Baker, "The AUXFS love what they are doing, and work for smiles, no tips needed."

- Ken Stroebel
FSO-MS, PA

Crossing the Bar - Joyce M. Block

SALIDA, CO - Former member Joyce Block passed away, March 23, at her daughter's home in Salida CO, on her eighty-sixth birthday. Joyce was a member of the Auxiliary for 25 years. She was former commander of Flotilla 32, and former division commander for Division 3. Along with her late husband, COMO Raymond Block, Joyce were active in the Auxiliary both on the water and on the land.

The Blocks were out on Operations patrols into their eighties, always ready to offer assistance and guidance. They were a wealth of knowledge, and would share with members of the Auxiliary and the public, teaching at boating safety classes and attending boat shows, always promoting boating safety.

- Jeremy Lewis
SO-PB
Division 3

All members who knew Joyce were saddened to hear of her crossing the bar.



Joyce Block, 2006
Photo by Fred Willig, Flotilla 32, Hamburg, NY

Division One: One Division

SACKETS HARBOR, NY - Division One covers a lot of water; it starts at the east end of Lake Ontario including Stoney Point, Galloo Island, Henderson Bay and Sackets Harbor, and works its way up to the Saint Lawrence River, going through Cape Vincent, Clayton, the 1000 Islands region, Ogdensburg, and ends at Massena near the Eisenhower locks. Covering Division One are four flotillas, each with its own unique attributes, but all with common goals.

Flotilla 12 (Sackets Harbor) covers the eastern part of the lake. The Auxiliarists at Sackets work closely with the "Gold side" in order to cover its Area of Responsibility (AOR), and includes several qualified radio watchstanders who stand radio guard over the station's 25-foot RB-S (Response Boat - Small) when it is on patrol. Sackets also boasts a fully qualified Auxiliary crew for the RB-S, and has contributed hundreds of hours on the boat, performing not only routine maritime observation missions, but providing assistance to the many recreational events that occur over the summer. Last year, the Auxiliary crew patrolled the swimming portion of a triathlon, and brought a participant to shore after he suffered from cramps and could no longer continue.

After leaving the lake and going east on the St. Lawrence, the next Flotilla is 16 (Alexandria Bay), headquartered at Station Alexandria (Alex) Bay on Wellesley Island. This flotilla also works alongside the Gold side, often providing operational support through Auxiliary facilities during the many recreational events that take place in the Thousand Islands region. Most notably are the annual fireworks display at Bonnie Castle, and the many poker runs that occur throughout the summer. Probably the most visible event, and one of the most challenging to patrol, is the annual 'Pirate Days' event at Alexandria Bay, where the legendary pirate Bill Johnston takes over the town, and the Auxiliary facilities work diligently to try to keep overzealous recreational boaters from getting too close to the pirate ships and crews.

Farther down-river (east) is Flotilla 15 (Ogdensburg). This former Flotilla of the Year is renowned for its weekly on-water training held during boating season. Many a coxswain and crew member within the Division owes his or her qualifications

to these weekly training sessions.

Last, but certainly not least, is Flotilla 11 (Massena). This flotilla can now proudly boast of its new detachment, and of its establishment of the newest Aux-University program, being coordinated with SUNY- Canton. In addition, the flotilla has an air operations group, and works with the active duty Marine Safety Detachment in Massena, participating in annual oil boom deployment training.

As shown above, each flotilla has its own unique aspects and priorities, but they all come together as one division.

Auxiliarists from Sackets Harbor often volunteer to crew on Auxiliary facilities working the on-river events described above, and facilities and crew from Alex Bay have come down to Sackets Harbor to help verify ATONS in the Sackets AOR. Representatives of all four flotillas have taken part in the weekly on-water training sponsored by Ogdensburg, and many an Ogdensburg member has crewed on Alex Bay facilities. Massena coxswains have brought their facilities to Alex Bay to help patrol events in that AOR. Members of the Alexandria Bay flotilla help teach chapters of the 'About Boating Safely' public education (PE) courses that Ogdensburg sponsors. Last year, Alex Bay members filled-in teaching a PE class

that was requested of Sackets, but that Sackets was unable to provide instructors for. Sackets returned the favor by manning a Public Affairs booth at an event in Alexandria Bay that Sackets couldn't cover, due to other commitments.

Last, but certainly not least, is the annual Standardized Auxiliary Boat Operations Training (SABOT) exercise held in Ogdensburg, normally the first week in June. All four division flotillas help plan and coordinate the event, and all four flotillas reap the benefits.

It is clear that Division One supports its AORs and its other responsibilities. It is also clear that each flotilla must work collaboratively with its sister flotillas to ensure that the job gets done.

Unique, individual flotillas, yes. But, it's all one Division.

- Steven Botsford
DCDR
Division 1



During SABOT, last summer, Division One crews learn the benefit of joint training missions. L to R; Jack Augsbury (Flotilla 16), Steven Botsford (Flotilla 12), Rich Evans (Flotilla 11), Kim Bateman (Flotilla 16)
Photo by Robert Scofield, Flotilla , Flotilla 15, Ogdensburg, NY

Summary:

Coast Guard Policy for Auxiliarists in Approval Pending (AP) Status



19 April 2015

With implementation of the relatively new interim 'AP' status, it has become clear that some clarification is needed to explain what an AP status Auxiliarist can do, and can't do, until their IQ, BQ or AUXOP status is recognized in AUXDATA.

Please remember this, and this is very important, in order for qualifications earned by a member in AP status to be entered into AUXDATA, that AP member must have taken a Boating class, and that class needs to be recorded by DSO-IS. If this does not happen, entry of qualifications for AP members is impossible. The AP member will need to hold on to all certificates of completion until the Boating class is taken and is recorded by the DSO-IS. Once the Boating class is recorded into AUXDATA, certifications and qualifications for the AP member may be entered.

*- Michael Bialaszewski
District Captain, Logistics*

- Auxiliarists in AP status are regarded as any other Auxiliarist whether in IQ, BQ, or AUXOP status for calculating Auxiliary membership rosters at any organizational level.
- AUXDATA entries for Auxiliarists in AP status may be made just as they are made for an Auxiliarist in IQ, BQ, or AUXOP status.
- The base enrollment date for an Auxiliarist in AP status coincides with the date of issue of their member number.
- Auxiliarists in AP status are recognized as Federal employees when assigned to duty in the same manner as Auxiliarists in IQ, BQ, or AUXOP status.
- Auxiliarists in AP status when assigned to duty are entitled to the same statutory protections, as Auxiliarists in IQ, BQ, or AUXOP status.
- Auxiliarists in AP status may provide direct administrative support to Coast Guard units but must have the concurrence of the command to do so.
- The Director or the Chief Director may allow Auxiliarists in AP status to hold elected office positions.
- The Director or the Chief Director may allow Auxiliarists in AP status to hold a staff office position.
- Auxiliarists in AP status must pay dues as part of their enrollment.
- Auxiliarists in AP status may vote in any Flotilla matter.
- Auxiliarists in AP status shall be issued member identification numbers.
- Auxiliarists in AP Status may only receive an Auxiliary ID card upon receipt of a Favorable PSI determination.
- Auxiliarists in AP status are authorized to obtain and wear Auxiliary uniform items.
- Auxiliarists in AP status can be administered the Pledge for New Members and presented with a membership certificate at an appropriate time and venue. (This is encouraged).
- Auxiliarists in AP status may fly the Auxiliary ensign.
- Auxiliarists in AP status may earn and wear appropriate Auxiliary and Coast Guard awards if they meet established award criteria.
- Auxiliarists in AP status may participate on Auxiliary committees.
- Auxiliarists in AP status may participate in Auxiliary ceremonial events.
- Auxiliarists in AP status are authorized to take any and all Auxiliary courses.
- Flotillas may provide essential course materials to Auxiliarists in AP status.
- Auxiliarists in AP status are authorized to take any and all end-of-course exams associated with these courses.
- Auxiliarists in AP status may be presented the corresponding course completion certificates.
- Test results may be entered in AUXDATA for Auxiliarists in AP status.

- Auxiliarists in AP status may train in any program.
- Auxiliarists in AP status must successfully complete BQ status requirements identified in section 8.B.1.c. of the Auxiliary Manual in order to qualify in any Auxiliary program authorized for them.
- Auxiliarists in AP status may perform and have signed-off all tasks that must be completed to earn qualification in any program, with the exception of those aviation competency tasks.
 1. Auxiliarists in AP status may engage and participate in Auxiliary programs with the following qualifiers: Auxiliarists in AP status who qualify as Instructors or as Marine Environmental Education Specialists as part of the Auxiliary Trident program may teach public education courses in Lead status, but they must be in the company of at least one other Auxiliarist in IQ, BQ, or AUXOP status, or an active duty supervisor.
 2. Auxiliarists in AP status who participate in Auxiliary public affairs/outreach events may do so in Lead status. However, they must be in the company of an Auxiliarist in IQ, BQ, or AUXOP status, or an active duty supervisor.
- Auxiliarists in AP status may offer surface and air facilities for use, and have them accepted for use.
- Auxiliarists in AP status may offer personal vehicles for use, and have them accepted for use, for the purpose of towing government equipment, but they must be in the company of at least one other Auxiliarist in IQ, BQ, or AUXOP status or an active duty supervisor while engaged in such towing.
- Under supervision, Auxiliarists in AP status may be authorized to use government vehicles to perform official business.

Auxiliarists in AP status cannot:

- Auxiliarists in AP status are not authorized to run for, accept nomination for, or hold any elected office without permission from the Director or the Chief Director.
- Auxiliarists in AP status are not authorized to accept or hold any appointed staff office position without permission from the Director or the Chief Director.
- Auxiliarists in AP status are not authorized access to the Coast Guard's Mutual Assistance program nor direct participation in the Coast Guard Morale, Well-being, and Recreation program.
- Auxiliarists in AP status may be considered for issuance of an Auxiliary Logical Access Credential (ALAC) card. However, before an ALAC may be issued the Auxiliarist in AP status must receive a FAV OS PSI from SECCEN and have also submitted the appropriate and complete DI or DO PSI package.
- Auxiliarists in AP status should never be placed in the position of having to attempt to gain access to a Coast Guard facility alone.
- Recognizing that Auxiliarists in AP status will not have ID cards, their ability to make purchases at point-of-sale venues like Coast Guard exchanges and DoD uniform shops will be understandably restricted.
- Auxiliarists in AP status may not displace any Auxiliarists in IQ, BQ, or AUXOP status who desire to participate in any training venue.
- Allowance for interim certifications remains in place. Interim certifications are required for the following circumstances:
 - (1) Auxiliarists in AP status who successfully complete all tasks for Coxswain and Personal Watercraft Operator (PWO) may be granted interim certification for such by the Director or appropriate qualifying authority pending receipt of a Favorable OS PSI determination (i.e., an Auxiliarist may not be fully qualified as a Coxswain or PWO until he/she has at least a Favorable OS PSI determination).
 - (2) Auxiliarists in AP status who have submitted the requisite DO PSI package and have completed all training requirements for qualification in any of the aviation program competencies may be granted interim certification for such by the Director or appropriate qualifying authority pending receipt of a Favorable DO PSI determination. 3.D.2.f (9)(ALAUX 013/13)

Other:

- Auxiliarists in AP status shall remain in such status, as reflected by AUXDATA, until receipt of a Favorable PSI determination. At that point, the Director shall make the change to AUXDATA to reflect the Auxiliarist's new, most appropriate member status.
- If an Auxiliarist receives an unfavorable PSI determination, then the appeal and adjudicative process will be applied through section 3.C of the Auxiliary Manual. Also, the Director may suspend any and all certifications, duties of office, and/or membership for such Auxiliarist.





OPERATIONS REFRESHER TRAINING

Now that the ice is finally gone, we will be getting back to Surface Operations. There are no new regulations or requirements in the boat crew program. It has been a while since we've been on the water and we should look to refresh our knowledge and skills before getting underway.

**U.S. COAST GUARD
NINTH DISTRICT**

Auxiliary
Operations Policy
Eastern Region

COMO Lew Wargo, Sr.
CGO-096
01 APR 2015

There are a few changes to our Operations/ SABOT power point slides on the 9ER web site. These changes are minor and should make them more usable. Please review them and consider using them in your Operations workshops. For a review I would suggest going over the Operations Policy and General Towing slides. It might be a good idea to include the power point on the Boat Crew Program Currency requirements. All too often members go into REYR because they forgot what these requirements are.

OPS/SABOT training at 'www.nineeastern.org'

For those of you that have to re-take the "On-Line" NAV RULES exam, I would suggest looking at the three (3) power points on NAV Rules. Only the initial NAV Rules exam is closed book and must be proctored. To re-certify, the exam does not have to be proctored and is 'open book.' There is a power point presentation on 'General Steering and Sailing Rules', one on 'Lights and Shapes' and another on 'Sound and Light Signals'. If you understand everything on these you should have no problem with the 'on-line' NAV Rules exam.

For those of you that are training new crew and coxswains, I would suggest using these power points in your classroom. It is important that these members understand the theory behind what we do in Surface Operations. Once these new members understand the theory it becomes a lot easier for them to put it into practice.



- COMO Lew Wargo
Auxiliary Sector Coordinator
Flotilla 33, Buffalo

- District Membership Milestones -

- **45 years** Marie R. Shimandle, Flotilla 64, Lorain, OH
Harold J. May, Flotilla 33, Buffalo, NY
- **40 years** Helen E. Johnson, Flotilla 35, Grand Island, NY
Wesley D. Bacon, Jr., Flotilla 12, Sackets Harbor, NY
Elise N. Wengenroth, Flotilla 21, Syracuse, NY
- **35 years** Andrew L. Killian, Flotilla 7-16, Cleveland, OH
Virginia A. Suda, Flotilla 75, Cleveland, OH
- **25 years** Raymond J. Sico, Flotilla 75, Cleveland, OH
Albert C. Barninger, Flotilla 51, Youngstown, OH



December 2014 - April 2015

(Continued from page 22, District Captain, Michael Bialaszewski)

an important part of the organization. Learn from the new members - ask them why they joined, and help them get to where they want to be. Always learn, learn from your mistakes, learn from your successes, but always learn.

- **"E"** Educate the boating public how to be a safe boater. Some have no clue, some have misinformation. It has been said that of all the boating fatalities, accidents and injuries, approximately 85% happen by boaters that have not taken a boater education class. Think of the impact. Go to boat ramps, these are among the best "classrooms" to hold boater "education". Help set their paths true and safe, it will have a huge positive impact. Educate!

So **S-M-I-L-E!**



- Michael Bialaszewski
DCAPT Logistics

Did you Know?

Historically Speaking ...

Jack Dempsey first started boxing professionally in 1914. Throughout the 1920's and 1930's he was extremely popular and is considered one of the most popular boxing champions of all time. He knocked out Jess Willard in 1919 to win the heavyweight boxing title. He lost the heavyweight boxing titles in 1926 to Gene Tunney.



In 1942 he accepted a commission as a lieutenant in the Coast Guard Reserve, and was assigned as 'Director of Physical Education.' He also made many personal appearances at fights, camps, hospitals and War Bond drives. Dempsey participated in the WWII invasion of Okinawa in 1945, and was granted an honorable discharge from the Coast Guard Reserve in 1952.

Jack Dempsey died, May 31, 1983, at the age of 87.

- US Coast Guard Historical Archives

Auxiliary University Program Debuts in Nine Eastern



One of several SUNY - Canton students attending D-Train, new student member, Karene Crumb (Spearhead Detachment) meets DCO Ed Monaco at the evening banquet. Photo by Brian Harte, Flotilla 11, Massena, NY

CANTON, NY – The U.S. Coast Guard Auxiliary established a new detachment at SUNY-Canton. A detachment stand-up ceremony was held at the college on Friday, March 27, to celebrate and memorialize the event.

SUNY- Canton is part of the State University of New York (SUNY) system of universities, colleges, and community colleges. SUNY is one of the largest comprehensive higher education systems in the United States, with over 64 campuses and enrollment of nearly 460,000 students.

The college was recently selected for the Auxiliary University Program (AUP), which allows students to gain nautical education, operational training experiences, aviation studies training and homeland security training. SUNY- Canton is the 20th AUP in the nation, and among the first in New York, according to Professor Brian K. Harte, Ph.D, Flotilla 11 (Massena). Harte is the faculty member responsible for establishing the new partnership.



Professor Brian K. Harte, PhD, Unit Officer
Photo by Linda McCarty, Flotilla 11, Massena, NY

Guard Auxiliary student detachment is among the first of its kind in New York State. The new detachment provides an opportunity to learn leadership skills while assisting the local community by performing a wide range of services including safety patrols, teaching boating safety classes and conducting free vessel safety checks for the public.

Auxiliary University Program students will have the chance to learn Coast Guard and seamanship fundamentals, operational skills and maritime leadership skills that supplement their college educations. Students also have the opportunity to assume unit leadership roles, and are responsible for mentoring new student program members.

“Students who participate in this free program will have the ability to establish internships and apply for officer candidate school opportunities,” Harte said. “Those who successfully complete the program will receive the distinction of being recognized as Auxiliary University Program graduates.”



DCOS Bob Scofield (L) presides as student detachment member Dylan Scozzafava (center) accepts membership certificate from Flotilla 11 FC, Linda McCarty (front row right). Photo by Kris-A-Lis Designs, with permission

This non-credit bearing course of study will provide SUNY- Canton students with service learning, internship, training, and Officer Candidate School opportunities with the active duty U.S. Coast Guard. Students who participate in this program will have no service obligation, but will receive free training while adhering to the U.S. Coast Guard core values of *Honor, Respect and Devotion to Duty*.

Twenty student members were sworn in as new U.S. Coast Guard Auxiliaries. Harte was sworn in as the Unit Officer for the detachment.

- Mark Thomas
Editor



Dr. Eric J. Anderson is a physical scientist at the NOAA Great Lakes Environmental Research Laboratory in Ann Arbor, Michigan.

His work focuses on hydrodynamic modeling in the Great Lakes and connecting channels, with special emphasis on the development of real-time forecast models to predict currents, water temperature, water levels, and waves for navigation, recreational safety, search and rescue operations, and water quality prediction. His research aids in drinking water safety and investigations on how contaminants and toxic spills are transported.

Dr. Anderson began working at the Great Lakes Environmental Research Laboratory in 2007 after completing his Ph.D. at Case Western Reserve University in Mechanical & Aerospace Engineering, where he studied fluid dynamics in a microgravity environment.



Exceptional Guest

Eric J. Anderson

Physical Scientist, NOAA

Hydrodynamics is the study of 'fluids in motion'. One might consider secret agent James Bond a student of hydrodynamics in that he preferred his martini 'shaken, not stirred'. However in the world of reality, and among those of us not seeking the perfect cocktail, we may ask how does hydrodynamics affect what we do as Auxiliaries?

Those of us that are involved with on-the-water Operations are familiar with 'set and drift' (current) tables, that are an essential part of a SAR (search and rescue) mission, especially when determining where to search, when only the LKP (last known position) is known. These set and drift tables are developed by NOAA through hydrodynamic modeling, using known and predicted data.

Beyond search and rescue, hydrodynamic modeling is used to help determine lake water quality, such as the recent (2014) Lake Erie pollution issue near the city of Toledo. Knowing the size, shape and location of the toxic lake algae blooms was essential in determining the scope of the response actions.

Dr. Eric J. Anderson, of the NOAA Great Lakes Environmental Research Laboratory in Ann Arbor, MI, spent some time with me describing what happens behind the scenes to collect data, use modeling techniques, and observe physical environment conditions for the purposes of providing meaningful information that we all use in our daily, or Auxiliary lives.

*- Mark Thomas
Editor*

What exactly does a 'physical scientist' for NOAA do?

My research focuses on hydrodynamics in the Great Lakes and connecting channels. Numerical models and a network of observations, including meteorological conditions, water levels, and flows, are used to predict the physical environment of lakes, rivers, and coastal zones including three-dimensional currents, water temperatures, and water levels. These predictions are used in several areas such as navigation, search and rescue, water quality, spill transport, and beach quality forecasting.

The Great Lakes Environmental Research Laboratory (GLERL) is located in Michigan, and studies all the Great Lakes. What are some of your specific projects that have involved Lake Erie and Lake Ontario?

Established in 1974, GLERL has made many important scientific contributions to the understanding and management of the Great Lakes and other coastal ecosystems. We, at GLERL, regularly engage with academic, state, federal, and international partners. GLERL research provides information and services to support decisions that affect the environment, recreation, public health and safety, and the economy of the Great Lakes and coastal marine environments.



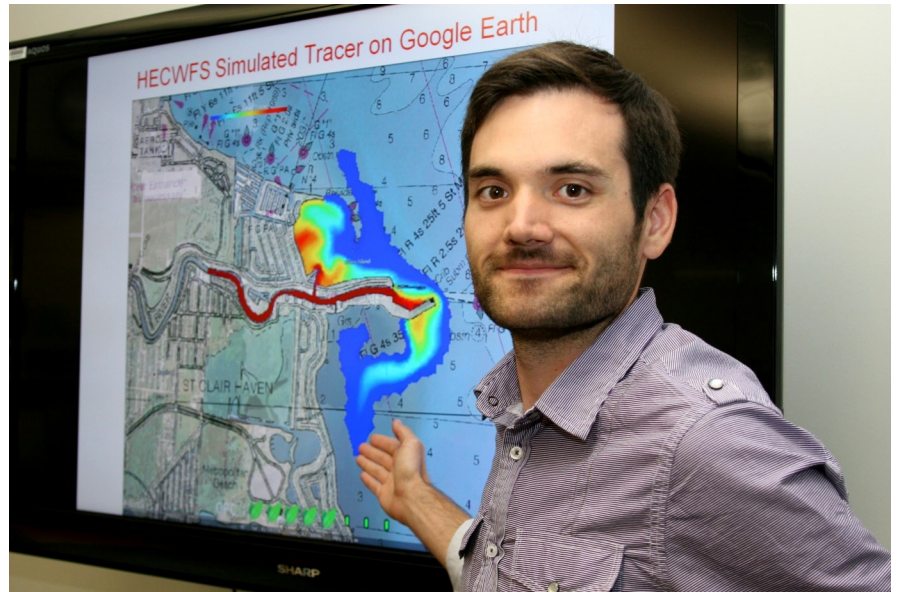
For example, my research included data collection and modeling of the 2011 record-setting algal bloom in Lake Erie driven by agricultural and meteorological trends, and the 2014 harmful algal bloom event that restricted drinking water to the 400,000 residents near Toledo, OH.

Near shore beach water management on both Lake Erie and Lake Ontario, meaning bacteria monitoring, is generally done using some of my team's hydrodynamic modeling techniques. Some research is done in other geographic areas, such as the St. Clair river and Lake Michigan, but many of those conclusions would also apply to conditions in Lake Erie and Lake Ontario, such as the physical dispersion and dilution of ballast water discharge from freighters, and the implications for biological invasions.

What would you say have been some of your more unusual research projects in relation to Lake Erie or Lake Ontario?

Quite interesting was the detection and modeling of a meteotsunami (seiche) in Lake Erie from a high wind event on May 27, 2012. A storm resulted in 3 reported edge waves on the southern shore (5 minutes apart), with wave heights up to 7 feet. Witnesses along the coast reported that the water receded before the waves hit, the only warning of the impending danger. After impact on the southern shore, several individuals were stranded in the water near Cleveland, Ohio.

A seiche (pronounced saysh) is a long wave that can be caused by any weather pattern pushing on water and stacking it on one end, like water in a bathtub. Once the storm has moved on, the piled-up water surges back. This sloshing can go on for hours, or days.



Three-dimensional hydrodynamic models of Lake Erie were developed and run to simulate that specific storm period, using currents, waves, temperatures and water levels. Through this set of experiments, it was our hope to elucidate the early summer seiche and build an understanding and forecasting method for future meteotsunami events on the Great Lakes.

It sounds like much of your research is mathematical and theoretical. Is most of your time spent in the lab?

While it is true that our experiments involve computer models and simulation in the lab, we are constantly in the field, or on the water, doing data collection and physically verifying our modeling conclusions. My sense is that a computer modeler who works in the field and experiences what it looks like and feels like to be on the water would have a different feel for the system than someone just working behind a computer. Taking time to observe the water in-person has raised my awareness for the finer details, or even details that were unknown before, and as a result improves the work I do at the computer. Physical conditions can change over time, and we use a lot of real-time data to forecast a present day scenario, as well as forecasts up to 5 days. We do have means to

do hourly data collection of physical environment attributes such as wind, sediment movement, ice conditions, water temperature, and current.



What sort of interface do you and the GLERL have with the Coast Guard?

We collaborate with multiple government agencies, including the Coast Guard on a regular basis. For example, predictions from our hydrodynamic models are used by the Coast Guard for search and rescue operations. To help locate missing persons who have been out boating, circulation models can predict where the missing person may drift based on the location last seen in the boat at a certain time. We use a similar modeling techniques for USCG spill exercises, and our data is used by used by Coast Guard Marine Safety Units in tracking contaminants, the presence of bacteria, oil spills and other toxic chemicals.

NOAA photos





Photo by Bob Bialkowski, Flotilla 32, Grand Island, NY

USCG Sector Buffalo

BUFFALO, NY - Not to be confused with physically adjacent Station Buffalo, USCG Sector Buffalo has oversight of 15 Coast Guard Stations/Units that are responsible for 570 miles of shoreline. The area of responsibility (AOR) on the Eastern Great Lakes extends from Vermillion, OH to Massena, NY. This AOR also includes New York's Finger Lakes, and the Erie Canal from Buffalo to Little Falls. The Sector Buffalo AOR approximates the geographical footprint of the 9th Auxiliary District, Eastern Region.

A 'Sector' is a shore-based operational unit for the Coast Guard. 'Sectors' replaced 'Groups' in 2005, and consolidated multiple Coast Guard commands creating a comprehensive unit that brings together field activities, authorities, and resources to provide the most effective organization and the best value to the public. Coast Guard Sectors serve as one-stop-shops for marine safety, security, and environmental protection for major seaports and regions.

Currently, Sector Buffalo is supported by 348 Active Duty, 139 Reserve, 34 Civilians, and approximately 900 Auxiliarists. Sector Buffalo is under the command of CAPT Brian Roche, USCG. Captain Roche is a major proponent of the Auxiliary, and is a frequent speaker at District level events. As Sector Commander, CAPT Roche reports to the USCG District Nine

Commander in Cleveland (OH).

The Sector Prevention Department performs cargo ship and foreign merchant inspections, administration of ATONs, marine events, port safety and port facility security. Additionally, they perform investigations of commercial vessel incidents, some of which can have severe legal ramifications, such as civil penalties, referral for criminal prosecution, safety alerts, and actions against a mariner's credentials.



The Sector Response Department addresses Search and Rescue, pollution, and other hazards. This department is also responsible for law enforcement activities such as armed boardings and vessel escorts.

The Logistics Department performs unit level maintenance and organic engineering, personnel, medical support, and finance/supply functions for the entire Sector.

The Sector Command Center offers 24-hour watch, and supports all facets of Sector Operations - command, control, coordination, communications, and intelligence. When under orders for an air patrol mission, AUXAIR aircraft communicate with Sector Buffalo on a frequent radio comms schedule.



CAPT Brian Roche, USCG

Inter-agency partnerships are a key factor in minimizing security risks. Partnerships and cooperation are a necessity with the Sector Buffalo AOR encompassing three states and sharing an international boundary with Canada. Partnership management includes Federal partners, such as Department of Homeland Security (CBP, BP, ICE), NOAA, FBI, EPA, and the St. Lawrence Development Corporation. State (NY, OH, PA) maritime agencies, and international organizations, such as Transportation Safety Board of Canada, Royal

Canadian Mounted Police, and Transport Canada, any of which could be involved in an incident, are clear examples of the unique multi-jurisdictional nature of the eastern Great Lakes.

A variety of weather conditions, ranging from the harshest of winters to moderate summers, test the operations crews from Sector Buffalo. During the summer, the Great Lakes (Ninth Coast Guard District) challenge Sector Buffalo as one of the busiest AORs of all nine of the Coast Guard Districts.

Sector Buffalo annual averages:

Search and Rescue

- 835 cases/incidents
- 148 lives saved
- 1,263 lives assisted
- \$1,207,173 of property saved

Inspections and Investigations

- 1,525 vessel inspections
- 188 facility inspection activities
- 109 investigation and enforcement actions

Law Enforcement

- 3,457 vessel boardings
- 10 Boating While Intoxicated (BWI)
- 807 boating safety violations issued

Marine Safety Response

- 84 Response notifications

Sector Buffalo coordinates all efforts of assigned operational



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

capabilities to accomplish Coast Guard mission objectives in the proudest tradition of the Ninth Coast Guard District.

- Mark Thomas
Editor

Operations Insight



Improving Our Evolution Safety



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

Lately, there has been a lot of discussion about how we can improve our safety performance during our evolutions as Auxiliarists.

Those of us that are operationally qualified are taught from the beginning how to identify a hazardous situation and the steps we need to take to avoid getting hurt. The sense I get when talking to our folks about safety is that we all are aware of the techniques that keep us and our shipmates free from injury. We also know how to keep our equipment from being damaged. So what is it that negates all the training and experience we have that causes accidents to happen? My guess is, we assume things and rush into situations that require more thought before beginning the evolution. Did your sea bag have the right items in it? Did you put the first aid kit back on the boat? Do the lights work? What about the pre-departure

check list? How about that low GAR score? Why are all the folding chairs still on the deck? Where is the tow line? No skiff hook? Who needs soda or water? Where's my SAR vest? Oops, left the cell phone in the car. You get the picture.

I believe we all are so anxious to get underway that we rush through the most important routine of the event. We need to be one hundred percent positive that all the conditions are right before we leave the dock. Make sure you have covered the bases that will provide you and your boat crew, safety during your patrol. Assume nothing and look at everything on the pre departure checklist. Make sure the deck is free of clutter and organized for good function. Examine the first aid kit to understand your medical capability. Most importantly, help your shipmates by watching out for their safety and well-being. If you see an unsafe condition developing, bring it to their attention so they will be aware of it and avoid being hurt.



- COMO Robert Laurer
DSO-OP

I would like everyone to slow down, and focus on safety as we work our way through 2015.



ABOVE: Bruce Harris, who received the Auxiliary Achievement Medal. LEFT: Flotilla 31 members pose with the 'Flotilla of the Year Award'. From left: Clark Godshall, Barbara Godshall, Richard Acer, Rosemary Whitney, and Michael McGrath.

(Continued from Page 5)

spotlighted several commendations:

- The **Auxiliary Achievement Medal** went to Bruce Harris (Flotilla 75, Cleveland) for superior performance as a Team Coordination Training (TCT) facilitator for the Auxiliary, Coast Guard and Coast Guard Reserve.

- The **Auxiliary Commandant's Letter of Commendation** for superior performance was awarded to:

- ◆ Joseph Lesniewski (Flotilla 33, Buffalo, 2014 Division 3 commander);
- ◆ Russell Cromwell Jr. (Flotilla 64, Loraine, Flotilla 64, 2014 flotilla staff officer human resources);
- ◆ Jack Benton (Flotilla 64, Loraine, commander in 2014);
- ◆ Ray Dobmeier (Flotilla 16, Alexandria Bay, 2014 district staff officer for information systems);
- ◆ Michael Packard (Flotilla 61, Akron, vessel examiner);
- ◆ Angela Packard (Flotilla 61, Akron, 2014 flotilla staff officer for vessel exams).

- **Commodore's Special Recognition Award** went to Douglas Hamernik (Flotilla 34, Dunkirk, commander).

- **Chief of Staff's Award** went to John C. Braund (Flotilla 42, Rochester, instructor and vessel examiner).

- **Lifetime Achievement Award** went to COMO Lewis J. Wargo Sr. (Auxiliary Sector Coordinator).

- Robert Stronach
Contributing Editor



Sara Deyoung, Flotilla 34 (Dunkirk) gets hands-on training operating the radio-controlled "Coastie®" with the help of Instructor Don Cline, Flotilla 65 (Goodyear). The Coastie® 'Saving Lives Through Education' training was one of an array of sessions such as aircrew water survival, Operations workshop, AUXLAMs - Part A, new BQ course overview, First Aid/CPR, RBS update, diversity, IS/technology updates, basic navigation on mobile devices, Vessel Examiner updates, recruiting best practices, and more.

Photos by Robert Stronach, Flotilla 26, Sylvan Beach, NY

Diversity: Another Perspective



DIRAUX, CDR Nathan Podoll, USGC

The following article is a follow-up to an American Association of Community Colleges seminar on diversity. How do you reach out to others to strengthen the Coast Guard Auxiliary? Read on and discuss how you can apply it to your Flotilla at your next meeting!

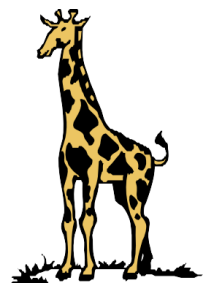
Building a House for Diversity

by R. Roosevelt Thomas, Jr.
Excerpts from the book:

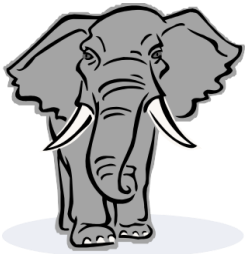
In Thomas' book, *Building a House for Diversity*, 1999, he shares how a fable about a Giraffe and an Elephant offers new strategies for today's workforce regarding diversity. During our session on Diversity and Inclusion there was a variety of opinions on this issue. I recommend that we review Thomas analysis of the fable and his use of the fable as a metaphor in examining this very complex issue. I believe that it will put us on the same page and provide us a framework in which to conduct our investigation.

Book Excerpts

In a small suburban community, just outside the city of Artiodact, a giraffe had a new home built to his family's specifications. It was a wonderful house for giraffes, with soaring ceilings and tall doorways. High windows ensured maximum light and good views while protecting the family's privacy. Narrow hallways saved valuable space without compromising convenience. So well done was the house that it won the National Giraffe Home of the Year Award. The home's owners were understandably proud.



One day the giraffe, while working in his state-of-the art woodshop in the basement, happened to look out the window. Coming down the street was an elephant. "I know him", he thought.. " We worked together on a PTA committee. He is an excellent wood worker too. I think I'll ask him in to see my new shop. Maybe we can even work together on some projects." So the giraffe reached his head out of the window and invited the elephant in.



The elephant was delighted; he had liked working with the giraffe and looked forward to knowing him better. Besides, he knew about the woodshop and wanted to see it. So he walked up to the basement door and waited for it to open.

"Come in; come in" the giraffe said. But immediately they encountered a problem.

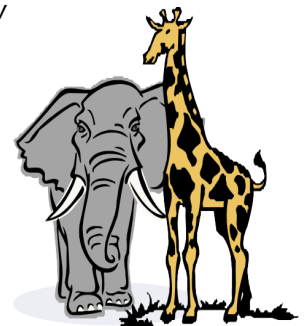
While the elephant could get his head in the door, he could go no further.

"It's a good thing we made this door expandable to accommodate my woodshop equipment", the giraffe said. "Give me a minute while I take care of our problem." He removes some bolts and panels to allow the elephant in.

The two acquaintances were happily exchanging woodworking stories, when the giraffe's wife leaned her head down the basement stairs and called to her husband; "telephone, dear; it's your boss."

"I better take that upstairs in the den," the giraffe told the elephant. "Please make yourself at home, this may take a while."

The elephant looked around and saw a half-finished project on the lathe table in the far corner, and decided to explore it further. As he moved through the doorway that led to that area of the shop, he heard an ominous scrunch. He backed out scratching his head.



"Maybe I'll join the giraffe upstairs." he thought but as he started up the stairs, he heard them began to crack. He jumped off and fell back against the wall. It too, began to crumble. As he sat there disheveled and dismayed, the giraffe came down the stairs.

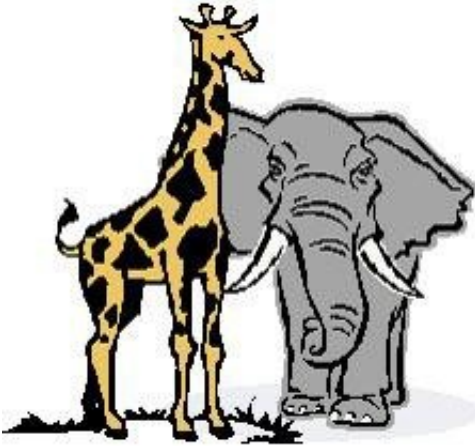
could get you down to size.”

“Maybe,” the elephant stated, looking unconvinced.

“And the stairs are too weak to carry your weight,” the giraffe continued. “If you go to ballet classes at night, I’m sure we can get you light on your feet. I really hope you’ll do it. I like having you here.”

“Perhaps” the elephant said. “But to tell you the truth, I’m not sure that a house designed for a giraffe would ever really work for an elephant, not unless there are some major changes.”

We’ve all heard the saying a picture is worth a thousand words. Experience tells me that a picture story may be twice as powerful. The giraffe’s and elephant’s story helps people understand the dynamics of diversity; what it really is, how it works, how we have traditionally dealt with it, and why our efforts have so often fallen short. This particular story has much to teach us.



The true meaning of diversity:

The elephant and the giraffe represent a diversity mixture which has been defined as any combination of individuals who are different in some way and similar in others. It is in this collective mixture that’s true diversity lies.

This is a critical concept that challenges us to abandon our accustomed ways of thinking about diversity: that in any situation, organization or society there are the “main” people and then there are the “others”. Those who are different in some way - usually race or gender. In this traditional view it is the “others” who constitute the diversity.

Once we begin to see diversity as a total collective mixture, made up of the main, ones who are also the others, it becomes obvious that diversity is not a function of race or gender or any other us-versus-them dyad, but a complex and ever-changing blend of attributes, behaviors, and talents.

The giraffe and elephant form a diverse mixture of animals. They are similar in important ways; they live in the same neighborhood, share several interests; woodworking, PTA involvement, have congenial attitudes toward each other, and a desire to become better friends. But they are also different in several critical ways, - size, weight, and shape, and those differences prove to be their undoing.

In our story, the giraffe represents the main group; it is his house, his design, his rules. He is in charge. The elephant is the other. He is warmly invited and generally welcomed, but in the giraffe’s home he is the outsider and always will be. The house was not built with the elephant in mind.

Traditional approaches to diversity:

The experience of the giraffe and elephant also illustrates the essence of the three usual ways business organizations and institutions have chosen to deal with adversity; *affirmative action*, *understanding differences*, and *diversity management*.

When the giraffe decides to invite the elephant to visit he makes a special effort to help him in by removing a panel to widen the door. This is affirmative action, which focus on inclusion and calls for special action to correct imbalances.

The giraffe and elephant get along well. The giraffe invites the elephant in because he enjoys his company and wants to know him better. The elephant accepts the invitation for the same reason. This is understanding differences, which focus on relationships, how people in organizations and institutions get along.

When the visit proved disastrous, the giraffe proposed several corrective actions that the elephant should take. The elephant, however, resisted bearing the full burden of making the necessary changes. He thought that maybe they should also modify the giraffe’s house. This two-way perspective is diversity management, which seeks to create an environment that accesses the talents of all disciplines.

Whose house is it?

In the following paragraphs, we’ll be using the elephant and giraffe metaphor for humans, especially humans at work, where all of the dynamics of diversity springs from the mixture of two types of people: those in the dominant group and those in a subordinate position. Dominance can be - but is a necessary link to it - a numerical majority. For example, whites were in the numerical minority in South Africa, yet they controlled the country for a long time. Similarly, women are in the numerical majority in many organizations but are often placed in subordinate roles. (This seems to be the case in many church denominations).

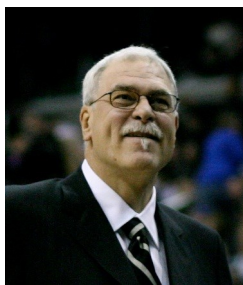
Members of the dominant component – the giraffes – are the people in control. They, or their ancestors, built the house. They decide the policies and procedures, set up the underlying assumptions for success, and establish systems to reflect those assumptions. Giraffes know the unwritten rules for success because they created them. They know how to play the game so they will win. They have a major voice in who is allowed to enter the organization and whether they will succeed or merely be tolerated.

Subordinate component members – the elephants – have little or no power. They are the newcomers, the outsiders. They lack the insider knowledge, yet they must somehow fake out the unwritten rules for success and make the necessary adaptation. Their own interests/needs are not incorporated into the organization's environment, and in fact they feel pressured to ignore them or set them aside. To get along in someone else's house, they must leave their needs and their differences at the front door.

Head Giraffes in action:

If giraffes are the people who own the house, and giraffes are the people who are ultimately in charge. It is they who decide where the organization will go and how it will get there. And it is they who determine the culture that exists inside the house.

The attitudes, beliefs and practices of chief executive officers – head giraffes of organizations or educational institutions – have an enormous impact on what happens and how; within their organizational house. There is an all encompassing charge.



Phil Jackson, 2009
Wikipedia photo

A head giraffe who demonstrated an extraordinary level of skills and maturity in dealing with diversity and diversity management was the head of a basketball team known as the Chicago Bulls, his name was Phil Jackson. In 1988 Phil Jackson assumed the role of the Bulls coach with the dream of winning a championship in a way that combined his two greatest passions; basketball and spiritual explorations (defined as examining the relationship between the inner and outer life). Phil Jackson combined the diverse talents of Michael Jordan and Scottie Pippin, and a very unique individual, Dennis Rodman, with the rest of the team to secure a string of championships. Phil Jackson handled his basketball team with all the instinctive knowledge of a highly skilled diversity manager. (*End of Excerpts*)



THE COMMANDANT OF THE UNITED STATES COAST GUARD
Washington, DC 20593

DIVERSITY AND INCLUSION POLICY STATEMENT

I am committed to improving diversity within the Coast Guard. The Coast Guard's strength resides in its people and the different perspectives, talents and abilities they bring to the Service. We gain much from the ideas and viewpoints of a workforce that reflects the richness of American society. Recruiting drives the composition of our workforce but we must do more than just recruit effectively. Retention of a high performing, diverse workforce is paramount to secure our mission success. We must respect those who serve with us. We must leverage diversity and we must be inclusive in order to achieve the highest level of mission excellence.

We will create and sustain a climate where people of diverse backgrounds are included, valued and respected. We will capitalize on the differences that each brings. A diverse workforce stimulates innovation, new approaches, and fresh perspectives to solve complex organizational challenges. Our Service benefits greatly when we incorporate diversity at all levels of the workforce: active duty, reserve, civilian, and Auxiliary.

Diversity ultimately enables us to better perform our challenging maritime missions.

We must strive to create a culture where all individuals have the opportunity to prosper, advance in their careers, and contribute to Coast Guard missions. Our Diversity and Inclusion Strategic Plan will guide our efforts to achieve these goals. I encourage each member of our workforce to become familiar with the plan located on our diversity and inclusion website <http://www.uscg.mil/diversity>.

Join me in my personal commitment to make our Coast Guard the Service of choice for all Americans who seek to serve our Nation.

 PAUL F. ZUKUNFT



Commander Nathan A. Podoll, USCG

Director of Auxiliary, USCG District Nine



Farewell from the Director of Auxiliary Ninth Coast Guard District

The time has come for a new Director of Auxiliary to come into the position, just like the seasons on the Great Lakes turn. I will transition to civilian life after a memorable Coast Guard career. This fulfills a childhood dream – serving my country in uniform. I appreciate how the Auxiliary bookends my career. It was the Auxiliary who introduced me to the Coast Guard Academy in 1988. Twenty-four years later, you all showed me that the passion and pride I saw in the Auxiliary then is alive and well. You are the Coast Guard's secret weapon, the bench strength we turn to time and again to meet the requests of the country and community. Thank you all for everything you do.

I know you will welcome CDR Jorge Martinez to the DIRAUX position with the same positive passion you greeted me. He is looking forward to getting out and about to meet folks this year.

As change happens, there is continuity, too. Mr. Paul Barlow, Mr. Jorge Leal, Mr. Frank Magrans and Mr. Mike Baron will provide that during this transition, as they have so ably in the past. I thank them all for their hard work and listening ear during the tumultuous times we've shared.

My family and I plan to settle in the Cleveland area, contributing to the revival of this amazing city. I wish you all continued success in all you do. It was my privilege to serve all of you. Semper Gumby!

Yours in Service,

Nathan A. Podoll, Commander, USCG



Hard aground, just a few dozen yards from shore, the Nassau flagged M/V 'Juno' awaits the assessment of damage by the US Coast Guard and other authorities.

Photo by Bob Bialkowski, Flotilla 32, Grand Island, NY

AUXAIR Documents Seaway Grounding Incident

WELLESLEY ISLAND, NY - On April 28, 2015, District 9ER AUXAIR crews used aerial photography to assist the Coast Guard response to the grounding of an inbound 621-foot bulk carrier, loaded with sugar, in the vicinity of the Thousand Islands Bridge (NY).

The bridge was not struck, but the ship was damaged, reported listing to port, with 18-feet of water in the forward ballast tank. No injuries to the crew, or pollution was reported. The accident occurred due to a steering malfunction.

Active duty Coast Guard crews from Station Alexandria Bay, and the CG Massena (NY) Marine Safety Detachment conducted the initial investigation and damage assessment.

The incident resulted in closure of the Seaway, with seven vessels stacked-up in the area, waiting for the waterway to re-open, which occurred two days later. The damaged vessel was re-floated, and readjusted ballast and draft. A subsequent AUXAIR patrol confirmed the M/V had arrived safely at its original destination, Port of Toronto.

- Mark Thomas
Editor



Joseph Sopko District Captain - Response



.As we enter the operational season, we should reflect upon the health and safety of our fellow crew members. Our air crew members are, of course, subject to annual FAA physical exams as are active duty Coast Guard boat crews. If you have a merchant mariner's license, I'm sure like me, you dread the detailed physical exam that you must pass every five years to keep that license. But for Auxiliary boat crews, what do we require in terms of mandatory exams? In a word - nothing.

The Auxiliary Operations Manual in Chapter 1, Section L states: Each Auxiliarist is charged with an ongoing responsibility to use good judgement and common sense when evaluating their ability to carry out their assignments. Each individual's responsibility to exercise sound judgement requires each operator or crew member, *prior to departing on a ordered mission* (my italics), to evaluate their own physical status, and decline orders when unable to perform the required duties, or when a physician has advised a condition exists which may preclude reliable and safe performance.

In other words, that decision is left up to the individual crew member. Remember that if you have a medical issue that could affect your performance, you should discuss this with your personal physician, and get their opinion that it is safe for you to get underway. This may not be a simple go/no go decision, but may affect how a mission is executed. For example, a diabetic crew member should inform the coxswain if his/her condition that day will require medication and/or food at a certain time to avoid hyper or hypo-glycemia. In other words, can the condition be mitigated?

In some Districts crew members carry a medical information form that lists their medical conditions, medications and treating physician's contact information, which is to be made available to Emergency Medical Personnel or a physician in the event of a medical mishap. Should we consider such a form here in Nine Eastern?

When I spent a week at the CG National Maritime Center reviewing the medical information on Merchant Marine license applications, I was taught three things by the active duty Chief Medical Officer:



National Maritime Center
United States Coast Guard
One Mission...One Team...One Voice

- The major reason for license rejections is medical.
- The major reason for Merchant Marine mishaps is medical.
- Almost all medical conditions are waiverable, if the medical condition is properly controlled (mitigated).

Finally, please reflect that this year's one hour mandatory TCT is the story of a coxswain who has a mini stroke while on patrol. Let's all be prepared for such events in our district.

Joseph A Sopko, MD, MBA
District Captain
Chief Medical Officer
Division Chief for Health Services

Vessel Safety Check Update



Summer will be here before we know it, and it will be time to start to doing Vessel Safety Checks (VSC) again.

- This year there is no nationally required Vessel Examiner (VE) workshop but if a refresher course is offered locally, take it.
- Familiarize yourself with the new VE manual, there are some changes.
- Wear the right uniform and shoes.
- Wear a PFD when doing an on-the-water VSC, and to promote boating safety.
- Have plenty of VSC decals, 7012 and 7012A forms, and when you hand the boat owners their copy of the 7012, give them a 'Join the U.S. Coast Guard Auxiliary' flyer.



- Glen Harman
DSO-VE

- When doing VSC blitzes, ask permission, if needed, and advertise ahead of time date and time you will be there.

District Captains



Michael Bialaszewski

District Captain, Logistics



Different people have different ways of getting a point across. I was presented with a unique style of teaching from our own Assistant Director of Auxiliary, Mr. Paul Barlow. Mr. Barlow, not at all afraid to sing in public, and with a pretty good melodic voice, he will tie in a key learning from a song, and then an acronym. It works, it sticks with you. He is able to take the message from senior leadership and spin it so we remember it. A recent D-Train theme from him was "The Bird is the Word". It was great talk, (worth the price of admission for those who have never gone to a D-Train- formerly known as the District Conference). You always remember what the message was, (E-I-E-I-O, The Bird is the Word, etc, etc).

OK, here is my attempt at that. The song is the 1977 James Taylor work called "Your Smiling Face" it's one, I think we all know. Just imagine me singing that to you now! Ok enough of that, I don't want to cause damage to your ears. The word **SMILE** will be my acronym.

- **"S"** Share a story with a newer member. Talk about your successes in getting the safe boating message across, or about a successful SAR, or a relationship you have with a marine dealer that has helped the boating public. Maybe it is a vessel you examined and found a major flaw that may have saved a life. Maybe it was some fellowship shared with a friend you made in the auxiliary. Share a story.
- **"M"** Measure your success. Sometimes we don't stop to see the positive success we have made with the boating public or the active duty members. She how many people have gone to a PE class, how many VE's or PV's have you done. Has you publication won an award, have you brought in a lot of new members (and kept them), have your financial records been told they were in perfect order, how many hours of watch-standing have you done. Measure your success.
- **"I"** Initiate positive contact with the boating public (other than PE, they won't come to us-unless we invite them). Initiate positive contact with a new member (they are as lost as you were when you came on). Initiate positive contact with a new station member. They are in a new location and surroundings, all the things we take for granted, they have no idea, ask them if they need help with anything.
- **"L"** Learn, always learn, you will not find an organization that is as training opportunity rich as we are. Challenge yourself to something new. Learn from the long time members (notice I did not say old - I resemble that remark!). They have a story to tell, and they need to know they are still

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William Cummings

District Captain - Prevention



Wow, what a long, cold winter it has been! Now that the weather is beginning to break, it's time to start thinking about getting our boats ready for the upcoming boating season, and to get the public ready for the upcoming season. Take a few minutes and check your ready bag. Do you have all your PPE gear? Is it serviceable? Have you checked your batteries in your strobe light? Is your uniform ready? Remember the eye of the public is upon you. We want to make sure that we look sharp, and that we are in the proper uniform. Make sure to review operation policies and procedures.

No matter what you are doing this year, Operations, PE, or VE, now is the time to make sure you are ready to go. Do you have the proper up to date forms and decals? Do you have updated state and federal regulations pamphlets to hand out? Operations, you don't want to be left sitting on that dock when the rest of the crew is underway because you didn't take the time to prepare.

PE classes and VE should now be underway to help prepare the boating public for the upcoming season. This is also a great time of year to get members qualified as Instructors and VE's.

Remember that the boating public, your crew, and your shipmates depend on us to be Semper Paratus.



District Chief of Staff
Robert Scofield

I was present at the standup of the Spearhead Detachment of the Massena Flotilla 11, on March 27, 2015. I was extremely pleased with the number of young people from SUNY Canton who were interested in joining the Auxiliary University Program and the Auxiliary. The Spearhead Detachment is the 20th Auxiliary University Program recognized in the United States, and one in which FC Linda McCarty, VFC Charles McCarty and detachment leader Dr. Brian Harte can be very proud. If you have a college or university near you and you think the Auxiliary Program is a good match, contact any of the three leaders above for information.

The BQ member orientation beta test should now be underway with at least one Flotilla from each Division participating. Any problems, glitches or other bumps in the road as well as praise for the program should be passed up the chain as we progress.

Just a reminder that Recreational Boating Safety is our main concern and the DIRAUX has set goals for us in the areas of VEs (4000), PE graduates (2500), and disseminating paddle sport equipment stickers (1000). Hopefully, we are well on our way to meeting or beating these goals this year.

Please be mindful that there is an exit survey on the home page of the Human Resources directorate National website. When an Auxiliarist has chosen to leave the Auxiliary, for other than health or retirement reasons, it would be a benefit to the Auxiliary if he/she would take a couple of minutes to fill out a quick survey.

Also, by now the FC's should have used Video One of ADM Papp's Leadership series at a Flotilla meeting. FC's, if you haven't please do so, and let me know that you have completed the mission.

There are a couple of awards coming due - the NACO Membership Growth Awards for Individual, Flotilla and Division as well as the Recruiting award - are all due to National by June 30. You can find the forms for these awards on the Auxiliary forms website.

Lastly, AUXLAMs 'B' will be presented at the September D-Train. If you took Part A, you should take Part B. But, anyone can take Part B, even if you haven't taken Part A. It is an open enrollment course. If you are interested in attending at D-Train, send a STTR (Short Term Training Request - ANSC 7059) form to me.



Robert Scofield

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

7040 Benedict Beach
Hamlin, NY 14464

Official Business



“Be the eyes and ears of the US Coast Guard”



**For immediate threats/danger, call 9-1-1
or local law enforcement.**

America’s Waterway Watch

Report Suspicious Activity 24/7:

877-24WATCH (877-249-2824)

<http://americaswaterwaywatch.uscg.mil/home.html>

Environmental Spills: 800-424-8802 (24/7)

**CG Counter Intelligence: 202-615-3327
(personnel/personal security)**

If you make a report to any of these entities, please report as well to your Local Order Issuing Authority.