

THE EASTWIND

OFFICIAL PUBLICATION OF THE NINTH DISTRICT EASTERN REGION SINCE 1972

UNITED STATES COAST GUARD AUXILIARY

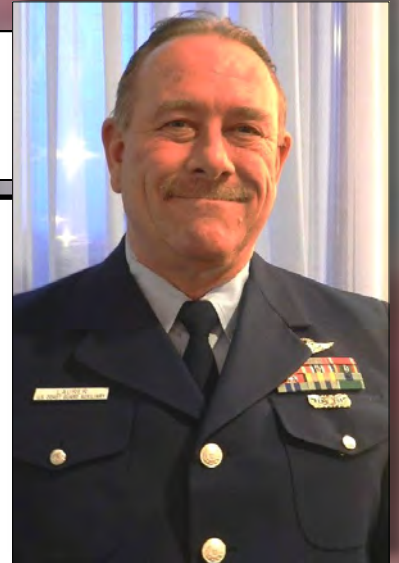
Oscar Rules!

Oscar vs Murphy:
weather fails to
swamp SAR
Operations exercise

USCG Auxiliary
75th Anniversary Issue

District Commodore

Robert Laurer



Shipmates, I would like to personally thank you all for the great work you have done and the great work you are going to do for your boating public, the United States Coast Guard and the 9th Eastern Region. You are truly an awesome group of force multipliers, of which I am very proud to serve along-side.

We have to continue to apply pressure on those areas of our business that threaten to injure our overall performance. We need to push the throttles to the firewall on our recruiting program. If our goal is to have someone in our seats ten years from now, we all will all have to hustle to make that happen. Concentrate on recruiting the skills and assets you need to make your flotilla and division successful in all the cornerstones.

During my term we have committed to the following:

We must continue to attract the best and brightest staff officers to all levels of the district structure to ensure excellence in service delivery to the sectors, members and our customers in the boating public.

We will encourage targeted recruiting techniques to assist the Ninth Eastern Region in attracting new members with the skill sets and assets (surface and air) that will augment our operational forces and staff members.

Make public education a top priority, get the classes scheduled, and ramp up the dealer visits and vessel examinations. Thank you for all your hard work, as of this report, 9ER logged 109 safe boating classes, ahead of last year's total of 104. Your efforts keep our boating public safe and well informed.

Operational member training also needs to be a top priority during both soft and hard water seasons. Our boat crews need to be up-to-speed, and fully functional to eliminate any chance of mistakes during a SAR case.

Good News: because of everyone's hard work and dedication, Detachment Dunkirk, NY, celebrated their attaining flotilla status at our fall conference. Congratulations to all that made flotilla status possible. A flotilla in Dunkirk will fill a large gap in both the community of Dunkirk, and also that area of Lake Erie which up to now, has been patrolled lightly, and generally only by aircraft.

As you all know we have a new Commandant, Admiral Paul Zukunft, I would like to remind you all of his vision statement;

We will serve our nation through the selfless performance of our missions. We will honor our duty to protect those we serve and those that serve with us. We will commit ourselves to excellence by supporting and executing our operations in a proficient and professional manner. This is what we do. This is who we are. This is how we serve.

Members of the Ninth Eastern Region, thank you for all you do. It is your dedication to duty and superior performance that keeps 9ER in a state of SEMPER PARATUS!

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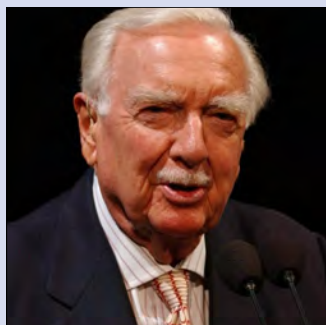
Photo by Mark Thomas

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Photo by Virginia Suda

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Wikipedia photo

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The Eastwind

Established 1972

Official Publication of
US Coast Guard Auxiliary
Ninth District, Eastern Region



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Cover photo: LAKE ONTARIO - During a summer 'Oscar' SAR drill, Susie Cotsworth (right), Flotilla 48 (Hamlin Beach) and Carol Urgola, Flotilla 10-05, (Southport, NC) prepare to recover 'Oscar', after being dropped from the Station Rochester 47-foot Motor Life Boat (on horizon), which heads out to an emergency call. Photo by Mark Thomas, Flotilla 48, Hamlin Beach, NY

SAR Operations Exercise



Murphy's Law definitely affected the SAR Operations exercise being hosted by Flotilla 48, but with adaptable pre-planning, the training mission moved ahead on-schedule, with heaps of confidence building scenarios, and even new friendships.

HAMLIN BEACH, NY - It was a battle: Oscar vs Murphy. Marketed as a multi-faceted training mission, Flotilla 48 (Hamlin Beach) hosted a August 23rd 'search for Oscar' exercise, where guest participants from other flotillas were welcomed as part of the Operations team.

The Oscar search and rescue (SAR) mission was to include three Auxiliary surface vessels, a D9ER AUXAIR aircraft, a 47-foot Motor Life Boat (MLB) from Station Rochester, radio communications specialists at the Hamlin Beach base radio station, and a 'Aux mission commander'.

The training plan had three key points:

- An AUXAIR aircraft would search for Oscar, locate, then direct AUX surface vessels to the recovery point.
- AUX surface vessels would directed to a 'last known position' for Oscar and commence search patterns.
- A series of four 'Crew Challenges' were given to each AUX coxswain, designed to put crews into totally realistic (yet rarely tested) situations.

A few days before the mission, a 30 minute conference call briefing was held to make sure participants knew all details of the plan. Mike Bialaszewski, Division 4 Commander, made arrangements for use of the District Nine conference call capabilities.

Murphy's Law ("If anything can go wrong, it will") was born at Edwards Air Force Base in 1949.

It was named after Capt. Edward A. Murphy, an engineer working on Air Force Project MX981, a rocket-sled experiment in which all 16 accelerator instruments were inadvertently installed in the wrong way, resulting in Murphy's observation and revelation.

This call was extremely effective in communicating to all surface, air, and support personnel. Preparation and planning were done, all that was needed now was good weather, and the Accuweather forecast was "4-8 knot winds, seas under a foot, skies becoming sunny".

On the morning of the mission, Murphy first appeared. At dawn, shoreline visibility due to fog on Lake Ontario was only about 300 feet. Based on blind faith in the weather forecast, the decision was made: "all crews, good to go". As the morning progressed, visibility improved to five

miles, but winds were building to 15-knots, pushing seas to two feet. The designated rendezvous point for all surface boats was an hour from their home port, making for an unsettling start for all crews.

Contingency plans had already been established that if the AUXAIR component was grounded by fog, the surface craft would commence with search patterns, as directed by 'Mission Commander', retired Flotilla 48 member Jim Fischer. The 47-foot MLB was given coordinates as a drop point for Oscar, and asked to move away, leaving the Aux surface craft to find Oscar, just as they would in an actual SAR mission.

Throughout the morning, the breeze freshened and seas built to three feet, and although inland skies improved somewhat, the AUXAIR aircraft remained grounded. Under the watchful eye of the Station Rochester MLB, all three AUX surface craft completed several search pattern evolutions.

In three foot seas, Oscar proved to be an elusive target, and with none of surface vessels able to locate the target, the decision was made for all boats to head for Brockport Yacht Club to dock. From there, a short transport was arranged for all crews to Hamlin Beach base, where a working lunch and debrief were conducted.

The debrief was spirited and upbeat, with high participation. Some key discussion points included:

- All agreed that finding Oscar was much more difficult than expected, especially in three foot seas. Smaller boats have much less search visibility compared to larger boats due to being much lower in the water.
- Waves and wind made for irregularly shaped search patterns and considerable discussion ensued as to best ways to mitigate this issue.
- Some SAR nomenclature was clarified, such as the "sierra sierra" designation for an expanding square search pattern.
- Proper radio protocol was examined. It was noted that multiple boats working a SAR mission considerably increases the level of complexity, making close monitoring of communications essential.
- This 'on-the-water' exercise was far superior to 'classroom only' and should be repeated on an annual basis - perhaps in June, to get members excited about the Aux Operations program.
- The AUXOP program was explained, including the Search Coordination and Execution (AUXSC&E) specialty course.

Oscar definitely won the day, as the training exercise was a huge success. Murphy did win some battles though, as the AUXAIR portion of the mission was never realized, with the aircraft grounded all day. Moderately rough seas would have stymied the rescue and recovery of Oscar if this were an actual SAR mission. BM1 Thomas Simonds, Station Rochester coxswain of the participating MLB, remarked: "There are always problems that arise in large scale training, the same kind that arise during big cases. It seems like you all adapted and overcame those speed bumps".

Twenty-four crew and support staff from Flotillas 48 (Hamlin Beach), 42 (Rochester), 47 (Canandaigua) and 31 (Youngstown) had abundant reason to sleep well that night, after plenty of miles and hours underway. Oscar was safely stowed away until next time.

Then, perhaps as an attempt to get in the last word, the very next day Murphy brought near perfect weather, with sunny skies and calm seas.



As part of a 'Crew Challenge' exercise, Aaron Frisch, Flotilla 48 (above), and participating crews (top) learn the value of a sharp knife on a heavy line.

Photo opposite: Chris Babcock, coxswain, and his crew from Flotilla 42, retrieve their datum buoy in three foot seas, after completing a sierra sierra (SS) search pattern.

Photos by Mark Thomas, Flotilla 48, Hamlin Beach, NY (opposite and top) and Mike McGrath, Flotilla 31, Youngstown, NY (above)

- Mark Thomas
FSO-OP

Flotilla 48, Hamlin Beach

Black Rock Lock Celebrates 100 Years of Service

The Importance of Boating Safety Education Is Recognized During Centennial Celebration

BUFFALO, NY - On August 17, 1914 the world was already engaged in the war that would end all wars. The Panama Canal had opened just two days earlier. Although the United States would not enter World War I until April 6, 1917, the need for domestic war materials steadily increased and American industry rushed to meet the demand. In those days the Niagara River corridor between Buffalo and the City of North Tonawanda, New York became a center for steelmaking with its deep water harbors, access to the Great Lakes and proximity to the essential sources of raw material. On this same date the new Black Rock Lock in Buffalo, New York officially opened providing a direct and safe route through the rapids and shallow water reefs of the upper Niagara River for those lake freighters carrying cargoes of iron ore, limestone, coal and other strategic materials.



Black Rock Lock under construction, circa 1912.
Photo courtesy historical archives of the US Army Corps of Engineers.

Construction of the lock by the US Army Corps of Engineers began in 1908 with the removal of the old New York State Ship Lock that serviced vessels using the old Erie Canal, excavation of the Black Rock Canal and completion of the Ferry Street lift bridge. The total project cost was about \$4,500,000. It was a formidable undertaking that took nearly six construction seasons to complete before officially opening on August 17, 1914. The lock accommodates vessels up to 625 feet in length with a maximum beam of 68 feet. Water depth in the lock allows lake boats to load to a draft of 21 feet.

Although most of the heavy industrial traffic of the 20th Century is long gone, the lock still accommodates some commercial vessels engaged in the delivery of coal and petroleum products. For the most part, the Black Rock Lock is predominantly used for recreational boating with all manner of watercraft ranging from kayaks to motorboats and sail powered vessels locking through on a daily basis. The US

Army Corps of Engineers continues to be responsible for the operation and maintenance of this lock.

Just 100 years later, on August 17, 2014, the US Army Corps of Engineers officially commemorated the Black Rock Lock for a century of uninterrupted service to the shipping and boating interests of the Great Lakes.

An open house was held at the Corps Buffalo District office that included tours of the Black Rock Lock, historic exhibits and boating safety education displays. One of the underlying themes of this centennial event was the importance of the boating safety education. Representatives of the Corps of Engineers together with members of the Coast Guard Auxiliary worked together to deliver the boating safety message.

More than 200 people toured the combined exhibits and the dialogue with the public on recreational boating went on virtually non-stop throughout the day. The Auxiliary was represented by Paul Leuchner and Patrick Kalisz, both from Flotilla 35 (Grand Island).

- Paul Leuchner
FSO-VE
Flotilla 35, Grand Island



Paul Leuchner confers with Lieutenant Colonel Karl D. Jansen, Corps of the Engineers Buffalo District Commander, on paddlesports safety practices.
Photo by Patrick Kalisz, Flotilla 35, Grand Island, NY



EAA Meeting Is Auxiliary PA Opportunity

GRAND ISLAND, NY - EAA (Experimental Aircraft Association) member Bob Mesmer has hosted an EAA Chapter 46 meeting on his property for the last six years. In that short time, it has become somewhat an extravaganza with its public interest. This year over 1,200 people and 20 aircraft attended the event, which included skydivers, vintage helicopters and classic aircraft.

Auxiliary aviation was represented by AUXAIR crews Bob Bialkowski, Flotilla 35 (Grand Island) and Mark Thomas, Flotilla 48 (Hamlin Beach), available to discuss with the public Auxiliary membership and purposes.

- Mark Thomas
Editor

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

As Fireworks Boater Mishap Sends Two Victims to Hospital, Auxiliary Provides Coast Guard Direct Assistance



'First Light' auxiliary crew (left to right), Mike Packard, Ken Sarnecki, Margaret Tournier, and Gina Packard. Note 3-foot gash in motor vessel hull.
Photo by Mark Galan, Flotilla 61, Akron, OH

CLEVELAND, OH - A 40-foot motor vessel was returning to its marina following 4th of July fireworks from outside the Cleveland Harbor breakwater, when it collided with the large, rough, limestone rocks making up the breakwater infrastructure. The 'skipper' and owner of the vessel said, "I didn't see the rocks until the second before we hit, it was so dark!"

The Aux facility 'First Light', coxswained by Ken Sarnecki, and crew (all from Flotilla 61, Akron), were patrolling the 'safety zone' for the fireworks and providing subsequent security to river traffic when they were diverted by PATCOM to the scene. The crew of the 'First Light' were briefed and responded in resolute where they met with a Coast Guard 25-foot RBS (Response Boat-Small), already on the case.

There were eight POB (persons on-board) the wrecked vessel and some with serious injuries. 'First Light' crew member Mike Packard is a Fire Fighter-Paramedic in his regular job, and, with his qualifications, was transferred to the RBS (at their request) with his rather robust trauma bag. He worked the scene in concert with the Coast Guard crew, as Ken and the remaining crew of 'First Light' illuminated the scene with their search lights.

Mike and the RBS crew got the now sinking vessel's engines shut down and the injured victims assessed and treated. The operator of the 40-footer passed field sobriety tests conducted by a Coast Guard boarding officer, and his damaged vessel was recovered by means of a commercial salvage operator. At a later time it was noted the injured victims were expected to fully recover. The 40-foot damaged vessel was a total loss.

- Mark Galan
FSO-PA
Flotilla 61, Akron

Grand Island's National Night Out

GRAND ISLAND, NY - Patrick Kalisz and Perry Figliotti, both of Flotilla 35 (Grand Island) participated in this year's National Night Out event at the Grand Island Town Commons. The nationwide event encourages community safety awareness.

OPFAC "Dad's Toy" was on display, along with an assortment of life jackets, charts, emergency signaling equipment, a variety of boating pamphlets, coloring books, and LifeSavers mints (to remind people of the importance of wearing life jackets).

- Patrick Kalisz
FSO-PA
Flotilla 35, Grand Island



Perry Figliotti prepares his boat safety equipment for the event.
Photo by Patrick Kalisz, Flotilla 35, Grand Island, NY

Division 6 Assists Station Lorain Open House

LORAIN, OH - The day dawned grey and a steady rainfall made temperatures in the 50s seem even colder. But members of Flotilla 64 (Lorain) and the Coast Guard crew of Station Lorain didn't let the weather dampen their efforts to make the 17 May Open House the best it could be.



The station 45-foot RB-M was of high interest to the visiting public. Photo by Judy Strobinski, Flotilla 64, Lorain, OH

With an estimated 200 visitors showing up, the annual affair turned out to be a success. "Even with the weather being bad, we had a good turnout," said Chief Andrew Coppa, of the event, which will be one of his last in Lorain. His planned transfer to San Diego was already in motion.

From helping with marketing, to standing watch, to monitoring guests on tours and on the docks, to manning the Auxiliary Public Affairs booth, members of 64, and even a few from neighboring Flotillas 62 (Medina County) and 65 (Goodyear) played an integral part in making the event a perfect kickoff to National Safe Boating Week.

The station's crew gave talks or demonstrations on rescue equipment and devices and conducted tours of the facility, each culminating with the always popular ride out to the Lorain lighthouse and back on the station's new RB-M (Response Boat-Medium), a 45-foot jet-powered boat. The short voyage gave the active duty and attending auxiliaries an opportunity to stress the importance of wearing life jackets properly when going out on

the water.

Retired after serving 22 years in the active duty Coast Guard, Flotilla 64 Commander Jack Benton knows something about safety at sea. It's always been a big part of his life, and now he stresses it as a leader in the Auxiliary. "Flotilla 64 has always supported CG Station Lorain," said Benton, a Lorain resident. "It's one of our missions along with public education and vessel checks. We have augmented the station's yearly open house at the start of Boating Safety Week." Coppa was pleased with the effort, and felt the event accomplished its goal. "The crew worked hard putting this together," he said. "They did it all. And we got help from the Lorain Marine Patrol, our Auxiliary and other groups. It was nice working together to expose the public to what we do - all of us focused on a common goal of safety on the water."

Flotilla 64 didn't waste the opportunity to grow its numbers. While its PA booth contained valuable pamphlets on water and boating safety, it also offered membership info. Headed up by FSO-HR and past commander Russ Cromwell, flotilla members took the opportunity to do some recruiting, informing the public of the benefits of becoming a USCG Auxiliarist.

And when the station closed its doors to the public at the end of the four-hour event, support from Flotilla 64 didn't end; under the direction of Benton, members provided a much appreciated cookout for the crew and volunteers.

- Linda Seabold
FSO-PA
Flotilla 64, Lorain

Division 7 Life Jacket Zone 'Art'

CLEVELAND, OH - Boat launch ramps in the Cleveland area are sporting new signs this summer. Flotilla 75 (North Cleveland) has been stenciling "Life Jacket Zone" signs in the Cleveland Metroparks.

After reading an article about life jacket zones online, Ed Scheffner, Flotilla 75, proposed the project to the flotilla. He arranged to borrow the stencil from the Cleveland Ohio Department of Natural Resources (ODNR) Watercraft office. The purpose of the 48-inch x 48-inch sign is to urge boaters to wear a life jacket anytime they are on the water.

Richard Ditch, Senior Metroparks manager, said, "Even if the reminder only saves one life, the project is worth the effort." This project has truly been a cooperative effort of boating partners: Cleveland Metroparks and ODNR Watercraft, with the labor provided by members of Flotilla 75.

- Virginia Suda
DVCR
Division 7

Finished safety sign shown at right. Page 3, center photo: Auxiliarist Ed Scheffner (L) and Richard Ditch paint safety sign at boat launch parking area.
Photos by Virginia Suda, Flotilla 75, North Cleveland, OH



2 Rescues at Oswego Paddlesports Event Auxiliary Takes Lead in Water Safety Strike Force

OSWEGO, NY - A U.S. Coast Guard press release announced that Coast Guard and Auxiliary crews rescued nine people across the Great Lakes on 21 June, with two of the rescues occurring in Oswego, NY - where the Coast Guard Auxiliary had taken the lead in a multi-agency water safety 'strike force' for a paddlesports event. Here's the rest of the story.

With more than 280 kayakers and canoeists set to paddle down the Oswego River (also known as the New York State Barge Canal) for a new 'Rock-the-Locks' fundraiser, two participants ended up submerged in the water.

"Early in the event the operational pace escalated when a kayaker, waiting to enter the first lock, came out of his boat and got caught in the current leading to a hydroelectric generating plant," reported Dale Currier, coxswain on one of two Auxiliary patrol boats there. He and crewman Gene Little "took the lead for initiating a rescue operation to get him off the trash racks." While coordinating with a fire department boat to retrieve the kayaker, Currier and Little found themselves retrieving a second participant who ended up in the water, too.

Both kayakers were uninjured, he said, and were reunited with their crafts to continue a day of fun on the water.

The other patrol boat was crewed by John Steinbarger and Steve Bollenbacher, both from Flotilla 21 (Syracuse). Currier is also from Flotilla 21, and Little is from Flotilla 24 (Ithaca).

The Oswego County Sheriff's Marine Unit launched a 25-foot patrol boat for the event, along with two personal water crafts (PWCs), and Minetto Fire Department provided a 20-foot rigid hulled inflatable with a crew of five, Currier said.

"Once the initial excitement was under control, Lock 5 opened and 185 paddlers headed downstream, while a second group of almost 100 patiently waited their turn to transit the first lock. Six hours and some significant sun intake later, the paddlers got off the river and ended their day at a small food and music gathering set up in a park area along the waterway."

'Rock-the-Locks' is a new paddlesports event organized as a fundraiser for a city and county youth group in Oswego County.

Two flat-water trips were available to choose from - 10.3 miles, and a second one, just over 4 miles, Currier noted.

"A week before the event, 64 people had registered," Currier said. "The day before the event, the number jumped to 165, and the day of the event, there were 283 kayaks and canoes registered." The participants - experienced and novice paddlers alike - "ranged in age from 4 years old to those far into their retirement years," he said.

"Some came to paddle fast in their sleek kevlar canoes and high performance kayaks, while others spent a leisurely six-plus hours transiting the route in rented crafts. The route took them through four canal locks and a descent of about 90 feet down, culminating in Lake Ontario at the Oswego Harbor."

Several months prior to the event, the organizer approached Currier for guidance and support in Currier's role as Oswego County emergency management director. He needed to obtain an event permit from the Barge Canal operators. "One of the organizer's biggest challenges was getting experienced planning and operational support to satisfy safety requirements for the permit, event insurance and American Canoe Association," Currier remarked.

Auxiliarist Dale Currier (top R) maneuvers while crewman Gene Little (top center) secures submerged kayaker with rescue line.

Photo by Mary Ellen Barbeau, Oswego County Promotion and Tourism



Kayakers and canoeists paddle their way through lock on Oswego River/Barge Canal during 'Rock-the-Locks' paddlesports event.

Photo by Dale Currier, Flotilla 21, Syracuse, NY



- Robert Stronach
Contributing Editor

USCG AUX 75th Anniversary Commemorated at Sector Buffalo

BUFFALO, NY - On 23 June, Captain Brian Roche, Commanding Officer of USCG Sector Buffalo and OTO Kevin Kleisath welcomed auxiliaries from across the district to commemorate the



Auxiliary's 75th Anniversary. The morning started off with groups of visitors seeing the various functions of Sector. Tours included Engineering, Aids to Navigations, Station Buffalo, the Administration Building, and other parts of the grounds, including direct-

ing auxiliaries attention to where the new Sector will be established at some point in the future.

Approximately 75 auxiliaries, were treated to a picnic lunch 'alfresco'. At the completion of the lunch, all event participants were directed to the main entrance of the Administration Building, where Captain Roche, OTO Kleisath, and DCO Robert Laurer, unveiled a handsome plaque commemorating the Auxiliary 75th Anniversary.

- Mike Bialaszewski
DCDR
Division 4

Photo by Brenda Bialaszewski, Flotilla47, Canandaigua, NY

Division 2

Cayuga Hydrilla Task Force

ITHACA, NY - Most residents in the Cayuga Lake Watershed area are probably unaware of the environmental education and monitoring efforts by Flotilla 22 (Ithaca) and the Ithaca Sail and Power Squadron (USPS) in support of the Hydrilla Task Force. The Hydrilla Task Force is a multi-agency group dedicated to



Joining the effort, new 'Hydrilla Hunters' sign-up at Flotilla 22 base.

Photo by Gene Little, Flotilla 22, Ithaca, NY

halting proliferation of one of the world's most invasive plants - hydrilla.

Flotilla 22 became involved when hydrilla was first identified in the Cayuga Inlet, just north of the Flotilla 22 base. If left unchecked, this invasive aquatic plant would choke the inlet with vegetation, potentially stopping all boating, swimming, and water activities.

As a Task Force activity, it was agreed Flotilla 22's responsibility would be to monitor for hydrilla migration outside the outlet, which could be done as part of their routine patrols.

Additionally, a Hydrilla Task Force public awareness program has been initiated to help mitigate the inadvertent spread of a multitude of invasive species, including hydrilla.

- Gene Little
SO-MS
Division 2

Joint Operations Blur Geographic and Division Lines



Doug (L) and Sheila Rigerman travel with their PWC for patrols with Division 3.

Photo by Robert Haase, Flotilla 31, Youngstown, NY

YOUNGSTOWN, NY - Over the summer, members Doug and Sheila Rigerman both of Flotilla 44 (Sodus Point), Clark Godshall and Mike McGrath, both of Flotilla 31 (Youngstown), and John Conroy and Mike Kennedy, both of Flotilla 2-14 (Brewerton) showed the initiative to work together on patrols in other AORs (Area Of Responsibility). Doug & Sheila trailered their PWC (Personal Watercraft) to do a joint patrol with Clark Godshall, using his PWC and Mike McGrath using his facility (boat) in the lower Niagara River (Division 3).

Clark Godshall trailered his PWC to AUXOP Station Sodus Point (Division 4) for a joint patrol with Doug & Sheila, again using their PWCs. The three PWOs (Personal Watercraft Operators) used their PWCs to assist in the Sodus Point Triathlon, along with the Coast Guard and other assets from local fire departments.

Doug & Sheila trailered their PWCs to Division 2 for a joint patrol with John Conroy & Mike Kennedy during Oswego's Harbor Fest. The PWOs combined their efforts to do multiple patrols of the harbor allowing Coast Guard personnel to focus on other priorities. In the evening, Mike Kennedy switched from PWO to coxswain on his facility (boat) for the Oswego Harbor Fest fireworks. Sheila & Doug also switched 'hats' from PWOs to crew for coxswain Kennedy. Using Mike's facility, the three maintained a safety perimeter for the fireworks event.

The members of these different divisions used their common interest in operations to assist one another, experience how things work in different AORs, and have a team building experience with neighboring divisions.

- Clark Godshall
VFC
Flotilla 31, Youngtown

AUXAIR Safety Round-Up at USCG Air Station Detroit



Air Station Detroit Commander Joe Deer addresses District Nine AUXAIR Wings, and also gave out awards from USCG Station Marblehead to several of his AUXAIR crews who were tasked to assist the station with many Interdiction Operations during the past year.

DETROIT, MI - Safety was the top priority discussion at the 2014 AUXAIR Safety Roundup, held at USCG Air Station Detroit on 3 May.

The annual safety event, held at either USCG Air Station Detroit, or Air Station Traverse City (MI), included over 40 AUXAIR crews from all three Auxiliary districts - 9ER (Eastern), 9CR (Central), and 9WR (Western).

This year's event featured a presentation by the USCG Ninth District Office of Intelligence, which brought to light some of the actionable enforcement activity made possible by observations from AUXAIR missions.

Event training included operational and safety training, rescue operational techniques, effective after-action reporting, and crew resource management (CRM).

To emphasize the Auxiliary Fourth Cornerstone (fellowship), several well planned meals allowed for plenty of interaction between auxiliary and active duty air crews.



USCG Air Operations Officer CDR Clint Schlegel (L) has the attention of AUXAIR crews as part of situational awareness training.

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

- Robert Fratangelo
DSO-AV



Photo by Ed Kitow, Flotilla 35, Grand Island, NY

'PFD Panda' at 4th of July Parade

GRAND ISLAND, NY - It was a mile of pawshakes, hugs, group portraits, fist bumps and shared "selfies," for Flotilla 35's (Grand Island) 'PFD Panda' as she walked along the 4th of July parade route in Grand Island, NY. There was an estimated crowd of 5,000 spectators. The 'PFD Panda' mascot is meant to remind people of all ages the importance of wearing your life jacket while boating.

Chris Gress, Flotilla 35, played the role of 'PFD Panda', following a 26-foot USCG Trailerable Aids To Navigation Boat (TANB) along the parade route. She was enthusiastically engaged by hundreds of young and old parade watchers while she crisscrossed the parade route promoting boating safety. Some of the very young were initially reluctant to reach out to the fuzzy black and white mascot until their parents eagerly approached her. 'PFD Panda' was a definite hit with the adolescents. Seniors also responded with polite handshakes and hugs.



Plenty of 4th of July parade hugs for 'PFD Panda' Photo by Perry Figliotti, Flotilla 35, Grand Island, NY

- Perry Figliotti
FSO-OP
Flotilla 35, Grand Island

2014 NYS Academy Appointees

OSWEGO, NY - At a mid-June 'send-off' picnic hosted at Station Oswego, an upstate New York group of USCG Academy appointees were honored as they prepare for the rigors of academy life.



2014 Appointees and Partners (L to R): J. Stein (Ithaca), S.Schaertl (Shortsville), J. Braund, D. Brown (Clifton Park), G. Zogby (Manlius), E. Sausville (Balston Spa), M. Zakrewski (Gasport), A. Cobb (Fredonia), J.Allen. Not pictured - C.Tosciano (Pittsford) Photo by appointee parent.

"This contingent is especially promising both in numbers and collective potential for making a

mark in the Coast Guard" remarked Auxiliarist John Braund, Flotilla 42 (Rochester), who was there as an Academy Admissions Partner, along with John Allen of Rochester. Academy Admissions Partners advise potential academy candidates as they navigate the admissions process, and can be Auxiliary, academy alumni, active duty officers, or academy parents.

The Coast Guard Academy is ranked among the nation's elite undergraduate colleges with a selective admission process that annually accepts only the best 300 candidates.

- John Braund
Academy Admissions Partner

Division 1 Safety Expo

ALEXANDRIA BAY, NY - Flotilla 6 (Alexandria Bay) participated in a safety expo on 21 June, also attended by the DEC, Border Patrol, Jefferson County Sheriffs Department and others.

Hutchinson's Boat Works hosted the safety event, where Cub Scouts learned about safe boating, such as life jackets, knots and general water safety.



Coastie entertains and educates Cub Scouts from Alex Bay area. Photo by Robert Laurer, Flotilla 16, Alexandria Bay, NY

Cub Scouts and their parents enjoyed the event, as families together, were introduced to boating safety awareness.

As a bonus, both active duty Coast Guard and Auxiliary built a new, trusting relationship with a marina where they previously were not welcomed for fear their customers would be alarmed by the 'blue uniforms'.

- Robert Laurer
DCO

Fire Training at Station Niagara

YOUNGSTOWN, NY - Flotilla 31 (Youngstown) and Station Niagara conducted a joint fire training session with local fire departments at the May flotilla meeting.

DSO-MT Dr. Clark Godshall reminds all that such local coordinated efforts are a good draw before an Auxiliary meeting or at a Public Education session.



All safety protocols were followed with a local fire extinguisher vendor providing the various extinguishers.

Fire training was 'hands-on' at the May Flotilla meeting at Station Niagara. Photo by Mike McGrath, Flotilla 31, Youngstown, NY

- Clark Godshall
DSO-MT

PRIDE IN WHAT WE DO



Auxiliarist Ed Morris

Each of us joined the Auxiliary for different reasons. Auxiliarist Ed Morris was particularly inspired by the Coast Guard.

The 2005 Hurricane Katrina helicopter rescue scenes we all saw on the evening news, could have involved members of Ed's immediate family. His sister and mother were brought to safety by the Coast Guard after being trapped in their New Orleans home during the ravens flooding.

"It is difficult to describe the relief I felt when I got the call from my mom and sister after they had been rescued by the Coast Guard" he remembered. "I saw action, not words. I thought that was something I would want to do. I saw the Coast Guard helping people, helping others. I decided that was a good fit for me, it fits where I am now in my life and gives me the opportunity to serve..."

**Auxiliarist Ed Morris
SO-PA, Division 6**



"It was a beautiful day when I joined the active duty crew from USCG Station Lorain for a five hour patrol on Lake Erie. The Officer in Charge, BMC Andrew Coppa, had extended an invitation for me earlier to join as one of his crew, so as to observe firsthand what it is like to experience a typical patrol. As the Auxiliary Division PA Officer, I was most willing to accept such an opportunity, as it would be most beneficial for my assigned duties.

The day began with my being issued a mandatory life jacket and being suited up with a protective vest to wear under my ODU blouse. Safety is a priority here, and the crew always gave it the highest position of hierarchy. The coxswain conducted a GAR (Green Amber Red) risk assessment with his entire crew prior to leaving the dock. He inspected the vessel and its equipment, and soon we were on our way.

Our first hour was taken up by patrolling the inner harbor, searching for anything out of the ordinary and always being on the lookout for vessels in distress. We then proceeded to cruise past the break wall and entered the open sea but not before we stopped an inbound fishing vessel.

This was my first opportunity to witness an onboard inspection. The coxswain demonstrated great politeness to the fisherman explaining why he was being stopped, and what to expect. I noticed that a preliminary question of "are there any weapons on board?" always preceded any further action. Again, the need for safety for everyone is never compromised. This inspection resulted in a written violation. The fisherman had all of the necessary equipment, but he failed to have the mandatory Type IV throwable readily accessible.

Throughout the day we inspected several other vessels. Some were totally in compliance, while others were in need of correction, either verbally or with written notifications.

Our patrol boat was a 45-foot RB-M being less than two years old. It was thoroughly equipped and could perform water maneuvers (turning and stopping) in a most impressive manner. It



Lake Erie patrol (L to R) Auxiliarist Ed Morris, BM3 Drew Ayriss, BM3 Brandon Jackson, MK3 Garrett Shepler, BM3 Matthew Lucas USCG photo

had jet-drive propulsion and could enter into very shallow water, if need be. Its speeding ability was, lets just say it could get the job done. At one point we passed a large family boat that had the most precocious little girl on board. I noticed she was giving us a salute. As I returned her salute, the family then all arose, and gave their salute. Our ensigns were flying, and with all this participation, it was truly a great American moment.

When the patrol ended, I was given an opportunity for a crew photograph. This one photo perhaps helps to explain why I joined the Coast Guard Auxiliary."

SABOT and Operations Training

In June we made a new section on the 9ER WEB site (<http://nineeastern.org>) titled SABOT and Operations Training. Included under this topic are two SABOT documents, the SABOT JOB AID and the SABOT TRAINING GUIDE. Both of these documents have been on the WEB site for some time for our operational member's use.

Added are 27 power point presentations covering various operational/SABOT topics. All are invited to use these for studying and training sessions. Some are designed for classroom use only while others include underway exercises. Those with an underway exercise have SABOT in the title.

Instructors are encouraged to download these presentations and modify them to fit their specific needs. It is hoped that these will form the basic building blocks for your operational training program. These documents and power point presentations are designed to assist in teaching members to qualify in the Auxiliary Boat Crew Qualification Program and to teach to the SABOT level of competency (Standardized Auxiliary Boat Operations Training).



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

• Mentoring	• Radiotelephone	• SABOT boat handling
• Currency	• Marlinspike	• SABOT astern towing
• ANSC-7003	• Operations policy	• SABOT alongside towing
• Equipping your facility	• U.S. marking system	• SABOT piloting and navigation
• CG-4612 SAR summary	• Search patterns	• SABOT MOB and PIW
• Uniforms	• Nav rules	• SABOT anchoring
• PPE	• More Nav rules	• SABOT locking
• Risk Management	• And more Nav rules	• SABOT search patterns
• Standard commands	• General towing	• Pre-underway check



- *COMO Lew Wargo*
Auxiliary Sector Coordinator
Sector Buffalo



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

USCG Auxiliary 75th Anniversary Exhibit at Rochester Public Library

ROCHESTER, NY - The month of September featured a multi-faceted exhibit of USCG Auxiliary memorabilia at the Central Library of Rochester & Monroe County. The display, compiled by Linda Taylor and Lennis McFadden, both of Flotilla 42 (Rochester), describes how each decade contributed to the evolving relationship between the active duty Coast Guard and the Coast Guard Auxiliary.

- *Linda Taylor*
FSO-PB
Flotilla 42, Rochester

Respect All with Your Social Media Posts, and Respect the Auxiliary

Diversity awareness is a challenge throughout the Auxiliary and will remain so until we can achieve an atmosphere sensitive to the broad demographics of our membership, and society. One way to make this behavioral change is to improve and support Diversity Awareness training throughout our organization.

Today's Auxiliary has become more diverse. As the Auxiliary membership has grown, today's members are a diverse mix of gender, ages, races, religions, cultures, various educations, sexual orientations, physical abilities and various points of view. Diversity extends throughout the Auxiliary and, over time, will evolve to match the demographics of American society.

I have become aware of some Auxiliary members posting on social media material that is negative and of highly charged content, insensitive to diversity in thought, very political in nature, and anti-this President. Regardless of who you voted for, we must remember that the President of the United States is the Commander-in-Chief of the Coast Guard. Therefore, as members of the Coast Guard Auxiliary, the President of the United States is **our** Commander-in-Chief. The office of President commands, and demands the respect of us all, especially as members of this Coast Guard family.



When members of the Auxiliary post highly charged and insensitive material on a public social media page, it becomes visible to all. Such a posting defines the character of that individual, and brings discredit to the Auxiliary organization that touts itself as being diverse. This is harmful in several ways, including damaging our ability to recruit from a diverse nation. Who would want to join an organization that posts, or supports insensitive and highly charged content? As Auxiliarists, we must constantly be aware that ALL our statements and actions can do permanent harm to the Coast Guard and the Auxiliary we have pledged to support & honor! Biased behavior & attitudes can undo all the good our years of service has done!

Our long term success depends on our ability to promote an environment that is inclusive and supportive of every member, and that allows all members to reach his or her full potential. As a diverse organization, we must be thoughtful of what we post on social media, or even in our emails. If we want to be the "volunteer organization of choice" then content of this nature must cease from being posted.

This issue is very real. Our Diversity Awareness training is one of our organizational initiatives designed to influence this damaging behavior. Through this initiative, our members should become more cognizant of the ramifications from posting such highly insensitive items on a social web page or through emails to our fellow shipmates.



- COMO Allen Knish
DSO-DV

A key purpose of Diversity Awareness training is to enhance our Auxiliary member's understanding of cultural and ethnic sensitivity to others, through the building of tolerance and awareness in our organization. With a more open mind, we can better learn from one another. Diversity training provides a foundation for this behavior change.

Constantly remember & apply our Core Values:
HONOR, RESPECT, & DEVOTION TO DUTY

Did you Know?

Historically Speaking ...

Walter Cronkite was a famous broadcast journalist and best known as anchorman for the *CBS Evening News* for 19 years (1962 - 1981). During the heyday of *CBS News* in the 1960s and 1970s, he was often cited as "the most trusted man in America" after being so named in an opinion poll.



Wikipedia photo, 1997

Cronkite was well known for his departing catchphrase "*And that's the way it is,*" followed by the date on which the appearance aired.

He was an accomplished sailor and enjoyed sailing coastal waters of the United States in his custom-built 48-foot Sunward "WYNTJE". Cronkite was a member of the United States Coast Guard Auxiliary, with the honorary rank of commodore.

Mr. Cronkite died July 17, 2005 at the age of 92.

Exceptional Guest



Fred Marquinez, M.D.

Medical Oncologist
American Cancer Society

We're all getting older. With the average age of an Auxiliary member being 63 years old, we have seen our friends and shipmates grow old with us. It is a fact of life that age is a risk factor for cancer. With age, it becomes more likely that abnormal changes will take place in our cells. When many of these changes occur in cells, cancer can develop.

October is Breast Cancer awareness month, but most of us don't need to see those pink ribbons to remind us about cancer - at our age, we all know flotilla members and friends that have been stricken. Each flotilla meeting is missing one or more of our shipmates as they fight for life.

Cancer is to be feared, yet, how many of us avoid talking about the subject? When our shipmates need our support the most, are we doing all we can? Do we avoid having a conversation with, or about, a stricken shipmate simply because we are afraid of saying the wrong thing? Knowledge and awareness are the keys to true empathy.

Dr. Fred Marquinez, a Medical Oncologist in Akron (OH), answers some basic questions about cancer that may help us all have better cancer compassion.

- Mark Thomas
Editor

Interview questions courtesy of Bob Brody, Flotilla 42, Rochester, NY

Raised in northeast Ohio, Fred Marquinez was born on Feb. 13, 1961. Dr. Marquinez has had a private Oncology practice in Akron and Ravenna since 1991.

He attended Kent State University and graduated from medical school, Northeast Ohio Medical University, in 1985. Dr. Marquinez acquired Medical Oncology/Heratology training in Detroit.

In addition to his private practice, he is an Associate Professor of Internal Medicine at Northeast Ohio University and Chairman of the Cancer Committee at Robinson Memorial Hospital in Ohio.

Dr. Marquinez is Past President of the East Central Division of the American Cancer Society.

Civil War history interest is evidenced by his membership in the Society of Civil War Surgeons, and the National Museum of Civil War Medicine. He also participates in weightlifting competitions, nationally, and internationally.

Dr. Marquinez has two adult daughters, one of which is a Boatswain's Mate in the USCG Reserve, stationed at Cleveland Harbor, OH.

Dr. Marquinez enjoys travel with his family, and lives in Hudson, OH with his wife.

How does cancer start?

Cancer develops by changes in normal cells that transform through a series of steps into cancer cells. This could be a result of heredity, exposure to conducive environments, or just random chance.

What are some things each of us can do to prevent cancer?

Lifestyle can be a major factor in preventing cancer. The foods we eat, do make a difference. A diet rich in fruits and vegetables has proven to reduce incidence of cancer. Same with a diet low in fat, and a minimum intake of red meat. Some reports initially suggested that coffee and chocolate consumption increase your cancer risk, however, recent studies show that they either have no effect or may actually decrease your risk of cancer. Weight control and exercise are both important lifestyle choices.

Smoking continues to be a major factor in cancer incidence. Over the last five years, lung cancer deaths have been on a slow decline, mostly due to the reduction of smoking by adults and more effective medical treatments. Sadly, 25%-28% of high school students smoke, which could have consequences if that behavior continues into adulthood.

In general, what are some of the first signs of cancer?

There are many different types of cancer, each affecting a different part of the body. Each type of cancer can have it's own symptoms. Some of the more common cancers, such as lung cancer, might produce a nagging cough that just won't go away, or coughing blood. Breast cancer could exhibit a lump in the breast or armpit, and it's important to remember that men are susceptible to breast cancer too, although with a lower incidence. Prostate cancer too, is one of the more common cancers, and symptoms might include difficulty or higher frequency of urination. Skin cancer can usually be observed as skin abnormalities such as new growths, spots, bumps, patches, or sores that don't heal after several weeks.

Do cancers have pain involved in the early stages? What causes cancer pain?

Most cancers do not cause pain in the early phases - this is particularly true for cancers of the



internal organs. In advanced stages, pain generally results from a tumor pressing on nerve endings in the internal organs. Sometimes the cancer treatment itself can cause pain. Additionally, people with advanced cancer are more likely to have pain.



Wikipedia photo

Early detection means regular, frank discussions with your doctor.

history as a factor. When family history is considered, family facts are carefully examined, such as who in the family, how close the relative, what type of cancer and age at diagnosis. If a family history causes suspicion, there are a number of genetic tests that can be done to verify a possible higher cancer risk. Less than 10% of all cancers are caused by an inherited gene.

If you know someone with cancer, a friend or shipmate, how does one begin a compassionate conversation? Is it all right to ask how he/she is doing, or wait for them to mention it?

A cancer diagnosis is truly an emotional experience. Each person handles it differently. How much a person is willing or wanting to talk about may vary from day to day. Their behavior sometimes may be a little different than you're used to, simply because they don't feel well. Many times their behavior will be the same as before their diagnosis, some being quite open, others being more private.

Approach the conversation from a general standpoint. Ask more questions. See if they want to talk about it, or are more reserved with ambiguous answers. Avoid sharing stories you've heard, as this person's situation and condition may be totally different.

What are some things we can do to help?

An upbeat message is important. The good news is that improved medical care and research gives cancer patients a chance to live longer than ever. Great strides have been made in medical treatments, even compared to five years ago. Moreover, the quality of life is vastly improved.

2 in every 3 people diagnosed with cancer today, survive at least 5 years.

Cancer treatments can require frequent visits to medical facilities, so one thing you can do is to offer your help with transportation arrangements. This only takes a little time, yet can make help make the treatment experience a little more positive. Other things to help might just be as simple as household chores, such as grocery shopping, cooking, or taking the garbage out. Try to keep their life as normal as possible.

Be a positive force in your relationship with a stricken friend or shipmate. There are community volunteer programs that may not specifically involve your cancer patient, but your involvement in these programs can lift their spirits more than you realize. Volunteering shows a commitment to caring.

Perhaps more than anything, your friend or shipmate needs to know you care.

What should we do if we suspect something unusual going on in our body? Should we wait and see if it gets worse, or goes away?

The number one factor in cancer survivability is early detection. After age 50 in men, and age 40-50 in women, your periodic physical should include some cancer screening. There are a number of proven tests that have been effective in detecting cancer that may not yet be manifesting predictable symptoms. Testing and screening aid in early detection, which substantially increases survival rates.

In addition to cancer screening, certainly if something seems out of the ordinary, it would be prudent to see your doctor.

How important is family history in determining if you are at increased risk for cancer?

While cancer in your family history is important, the majority of cancer cases do not have family

USCG Station Oswego



OSWEGO, NY - Where the New York State Barge Canal System meets Lake Ontario is located the deep water Port of Oswego NY. Oswego is a hot spot for sport fishing tours and is being revitalized as a deep water inland international commercial port.

In operation from 1870's the original station was located on the east Side of the Oswego River near Fort Ontario. The original structure housed boats and the men who put their lives on the line so the mariners of the Lake Ontario would be able to return to their home ports.

The current station sits on the west side of Oswego Harbor and was built in the 1950's and stands today as a key location for Search and Rescue and Law Enforcement for Lake Ontario, portions of the Finger Lakes, as well as Oneida Lake.

As with each station on the Great Lakes, Oswego comes with its own set of logistical is-

sues. In the late 1960s when the Coast Guard automated the Oswego West Pierhead Light, the responsibility fell upon Station Oswego to maintain the light as well as monitor the radio beacon which would guide mariners to the safe harbor of Oswego. In the years following, addition of Coast Guard Stations at Sodus, midway between Oswego and Rochester, and Galloo Island, located between Oswego and the St Lawrence, expanded their AOR (area of responsibility) on Lake Ontario.

The station AOR also includes the New York State Barge Canal System. Rich in history, the canal is still a busy commercial waterway and connects the Great Lakes to the Atlantic Ocean, which creates a large inland area of responsibility for the crew of Station Oswego.



38-foot Picket boat: Self-bailing but not self-righting; 38ft. 3in. overall length, 10ft. 5in. beam, 3ft. maximum draft; 16500lbs.; single gasoline engine of various makes and models with single propeller; maximum speed 24-25kts.; 240gal. fuel; 175 nautical mile range at cruise speed; capacity for 2 crew plus 10 passengers; wooden hull of single-planked carvel construction; hull was ice-sheathed if intended for assignment to an area where ice could be encountered.

USCG photo

Over the years there have been many changes in the configuration and duties of Station Oswego. At one time it served as Group Office until the mid to late 1960's. Its complement of vessels consisted of everything from wooden Picket Boats and

36-foot Motor Life Boats, to 30-foot, 40-foot, and 41-foot Utility Boats, 44-foot Motor Life Boats, and until this year, the 47-foot Motor Life Boat. At one time, prior to its current configuration,



Station Oswego - east side of Oswego River

the 82-foot CGC Point Steele was home ported at the station. With the help of the Coast Guard Auxiliary at AUXOP stations Sodus and Sackets Harbor, Auxiliary assets on Oneida Lake, and the Syracuse, Phoenix and Ithaca areas, the crew at the station are able to perform their duties as Law Enforcement and Search and Rescue. The station crew public service efforts include supporting many local community programs and charity events such as Harbor Fest, canned food drives and 'Toys for Tots'. They also work with local first responders and law enforcement agencies to hone the skills needed to enhance interagency cooperation throughout the region.



West Pierhead Light, Oswego, NY
Wikipedia photo

In September of 2013, the Oswego Station did double duty: with the assistance of then Officer in Charge (OIC) Senior Chief Boatswain Mate Craig Ross, the Station opened their doors for over 60 Coast Guard veterans and retirees who served in Oswego and the local area dating back to the 1940's, including Brian Mathews, who served in Oswego in 1942 - 1943. Members of the Auxiliary from Division 2 assisted in getting those event participants who were able, to take the tour of the Oswego West Pierhead Light that is currently undergoing restoration.

The following week, the station and its crew assisted Division 2 by getting their 47-foot MLB underway to do some maneuvering and pump training, specifically for auxiliariats at our 2013 Fall Conference and on-the-water training event.

The new OIC, BMC William J. Butkey, transferred from Milwaukee, and is quite aware of the challenges presented by inland waterways on one side, and the deep waters of the Great Lakes on the other.

This year, BMC Butkey has a new 45-foot Response Boat-Medium that replaces the 47-foot Motor Life Boat (MLB), and their 25-foot Response Boat Small (RBS). A mix of a seasoned crew and eager recruits, along with willing and able members of the Coast Guard Auxiliary Division 2 are ready to perform the prime duties over the vast AOR which is Station Oswego.

Oswego goes into the future as an important link in the chain of Coast Guard stations on Lake Ontario that provide search and rescue and marine law enforcement which assures that mariners will be able to return safely to their home ports. This was the intent of the men and women of the U.S. Lifesaving Service when they established that first station in the 1870's.

- Rick Kunz
VCDR
Division 2



Station Oswego asset: 45-foot RB-M (Response Boat-Medium).

Large photo opposite: USCG Station Oswego, aerial view.

Photo by Bob Fratangelo, Flotilla 44, Sodus Point, NY

(Continued from Page 21, District Captain Joseph Sopko)

Sadly, in my role as DCAPT-P I have heard of cases where auxiliary flotillas were upset if VEs from another flotilla went to one of their marinas to do exams. They felt their territory had been invaded. Folks, no flotilla or USPS Squadron "owns" any marina, yacht club, launch ramp or particular territory. We need to break down these artificial barriers now. Always remember that Commandant Robert Papp stated that Recreational Boating Safety is the number one mission of the Auxiliary. Stay focused on the mission not on organizational differences. Let's just get out there and do it!

Now as we move toward the hard water season in Nine Eastern let's encourage debriefing at all levels, reflecting on and sharing our best practices but also on lessons learned so we can continue to improve mission execution and hit the ground running next season. As I heard at N-TRAIN once, "a goal without a plan is a wish".

I will close by encouraging us all to make prevention a way of life both in and out of uniform. An analysis of Auxiliary surface mishaps last year revealed that 99.5% were caused by human failure to follow established procedures, utilize best practices, or implement one or more TCT elements.

Be Safe Out There!

- Joe Sopko
District Captain, Prevention



Commander Nathan A. Podoll Director of Auxiliary, USCG District Nine



On June 30, 2014, the Ninth District Commander and staff recognized the Auxiliary's 75th Anniversary. I noticed something intriguing. There was an Auxiliarist working alongside the active duty Food Service Specialist, preparing and serving lunch to the Admiral and senior Auxiliary leadership. He was grinning widely, SO excited to serve.



Rear Adm. Fred Midgette pins the Coast Guard Unit Commendation Ribbon on the chest of 9ER Chief of Staff Edward Monaco, and Auxiliary 9CR and 9WR district representatives. Photo by Mark Galan, Flotilla 62, Akron, OH

During the ceremony, Auxiliarists documented the ceremony as Admiral Midgette presented the award to representatives of each Auxiliary Region as the entire Ninth District staff and other Coast Guard unit representatives celebrated the Auxiliary's milestone.

After the ceremony, alongside the active duty and civilians, there were Auxiliarists cleaning up, returning Station Cleveland Harbor to pre-event condition. They weren't asked. They just did it. This is what the Auxiliary does. You see a need and fill it.

No job is too small.
No task too large to tackle - together.
Servant leadership in action.

Thank you.

Sometimes, the results are more dramatic. For example, a couple recently took a boating safety course. Later, out on the water, the husband thought he spotted something in the water (they were at least a mile off shore). He turned to check. They discovered a young couple in their early twenties on a Personal Watercraft (PWC). She was driving and he had fallen off. She was sober, but he was inebriated. He could not get back on the PWC. It was obvious that he was hypothermic, as his skin looked blue. He had an ill-fitting life jacket on **INSIDE OUT!** It was so loose that it was slipping over his head and he was going under

the waves! The husband immediately directed his wife to throw the life ring which they now keep on deck because of the class. They had to throw it twice, thankfully there was a line tied to it, also because of the class. The young man grabbed the life ring and they pulled him to the boat. He was so hypothermic and exhausted from struggling in the water that he could not climb the ladder to the swim platform. The husband had to drag the young man onto the boat using techniques learned in the course. They managed to get him warmed up and safely back to the beach! This young man would not have lasted much longer and surely would have drowned. In front of the young woman on the PWC.

Three things learned and applied from the course. A young life saved.
Heartfelt Thank You to all instructors!

Recently, I attended the 75th Anniversary celebration for a Flotilla. One of the speakers from the town commented they had lived there since birth. While his family and friends had joined the Sea Scouts, he never really understood until today what the Coast Guard Auxiliary did. Afterwards, an organizer of the event came up and offered the flotilla space at next year's event, with sponsorship. With the visibility, this flotilla has a great opportunity to educate boaters, and recruit new members.

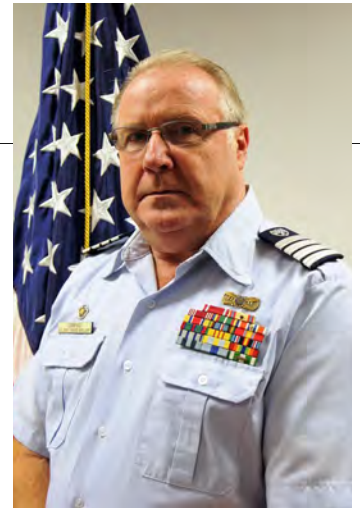
Thank you for reaching out, sharing our story.

In closing, Albert Schweitzer said it best: "I don't know what your destiny will be, but one thing I know: the only ones among you who will be really happy are those who have sought and found how to serve." Enjoy the fruits of your labors, especially the unexpected positive results!



William Cummings

District Captain - Logistics



I want to take a few minutes of your time and talk about our Aux Food Service (AuxFS) program. Just a few days ago, my wife and I spent five days at Station Oswego performing FS duties supporting the station for Oswego Harbor Fest.



It started on Wednesday with the baking of cookies and goodies for the crew, and then the following days preparing breakfast, lunch and dinner. We ended the tour with a Sunday brunch consisting of french toast, pancakes, bacon, sausage, home fries, homemade biscuits with sausage gravy, eggs, fresh fruit and cinnamon rolls. The menu was selected by the crew. The days were long with both of us putting a total of 83 hours in for the 5 days. On Friday, Paul Phelps from Flotilla 22 came up and gave us a helping hand (many hands make light work!).

Working FS duties is not easy work, but it is one of the most satisfying duties that we do. To see the smiles on the crew faces, and to witness the impact to the overall morale at the station is hard to put into words. The crew was so appreciative of our efforts and it was very apparent that they enjoyed the food (lots of empty plates!).

Is Aux FS for You? If you enjoy the culinary arts, I would challenge you to become involved in the FS program. To earn your AuxFS certificate you will need to complete a 20-22 hour classroom and hands-on training, complete a series of PQS, do annual sanitation training, and complete bi-annual TCT training. You will work closely with the unit FS specialist - a great opportunity to learn new tips and tricks in the galley! The results; you relieve the unit FS specialist for other tasks, training, or leave. But most of all, you improve the morale and well-being of our active duty Coast Guard men and women.

the morale and well-being of our active duty Coast Guard men and women.

- William Cummings
District Captain, Logistics

Oh yes, not all work, we were invited to join the crew for a ride on 45-foot RB-M. Great Ride!



Joseph Sopko

District Captain - Prevention



I have a confession to make; I am a United States Power Squadron (USPS) member. Actually, I joined one year before I joined the Auxiliary. I use the word "confess" because when, as a new auxiliaryist, I proudly told this fact to my Division Commander. He said "that's too bad".

His comment reflected a common lack of understanding of just what USPS is. Thankfully, after three different memos of understanding between the national leadership of both organizations, we are in a new era of enhanced cooperation. As we all know this is the 75th anniversary year of the Auxiliary, but it is also the 100th anniversary of USPS, "America's Boating Club". We should also remember that the CG Recreational Boating Safety Office views USPS as another force multiplier in the Vessel Safety Check and Partner Visitor Programs. In addition, USPS offers many courses to the general boating public. In fact, their introductory Squadron Boating Course meets the basic boat course requirement to join the Auxiliary. Unfortunately, the new level of enhanced cooperation envisioned by our national leadership does not always reach down to the Division and Flotilla levels.

The stark reality is that only 5% of adults in open boats wear PFDs and less than 25% of the recreational boating public is mandated to take a basic boating course. There are over 22 million recreational boats in the United States. We produce less than 0.5 million VSC decals annually for all vessel examiners. Indeed the harvest is great (potentially) but the laborers are few. To reach our DIRAUX's goal of a 20% increase these numbers we need to reach out to all force multipliers including qualified USPS personnel.

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District Captains



Anthony Ruque District Captain, Response



I hope that everybody is enjoying the warm summer weather. I do not know about the rest of you, but I certainly cherish every warm summer day in our District. I wish that we had more of them!

Do you have your annual certifications completed as boat crews and coxswains? Please remember that we all need to have a minimum of 12 hours underway (under patrol orders) per year to maintain our currency. In addition to this requirement, we also need to have a QE check ride every three years. Please make a point of checking to make sure that you are not due for one this current year. If you are due, make your arrangements as early as possible to make sure that you have plenty of time to get it all together. Make it happen!

Otherwise, rather than simply logging hours underway, why not set up some boat crew training within your Flotilla or Division? Look over those SABOT notes from Lew Wargo DSO-OP, and structure some training to keep your team sharp.



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

Consider doing towing evolutions with another Aux vessel, or contact your local Coast Guard unit and see if they would like to participate in the drills. I bet that they would welcome the opportunity to join in the training. Pay attention when the gold side is doing their tows. We can all learn from the professionals! This will ensure that you and your fellow crew members are keeping current and sharp with your qualifications. Towing drills are also a good way to break out all your gear and make sure that it is all in good working order.

MOB drills are also a great way to stay sharp. After all, we are preparing our team to retrieve one of our own from the water. We should strive to have the MOB alongside in less than three minutes. The time clock stops once you have the MOB safely alongside your vessel, but you still need to bring him/her aboard. Please keep in mind that using a fender to simulate the MOB is not the best way to train.

Fenders do not drift at the same rate as a person. Fenders also do not weigh the same as any of us. I cringe when I see boat crew members using boat hooks to retrieve (lift) a fender during MOB drills. The average adult male weighs in at around 185 pounds. I am pretty sure that you will not be able to lift a person with a boat hook. Boat hooks can be used to reach out to the PIW, but never to lift the person. We need to practice using Oscar which will really test our ability to lift a person back into our boat. I am sure that you will agree that you will need a minimum of two people to accomplish this task.

Using the previous comments, please take note that regardless of your boat size, we all should give serious consideration to having a minimum of two crew people besides the coxswain. Towing evolutions and lifting a person back into the boat will both work much easier this way.

I am sure that if your team members get their heads together, you will be able to come up with all kinds of great BC training ideas. For example, you can have one vessel go out to a specified location, and play disabled. Possibly work out this drill with your local CG unit. The "disabled" vessel can call in on an agreed channel and play "dumb". Give a very general description of where it is presently located. The watchstander can now practice getting more information from the disabled vessel. Then you can all work out a search plan to find the vessel.

Consider requesting a QE to check out your team for the OPS Excellence award. Remember that this is a team award. The vessel, crew, and coxswain **all** pass or fail as a team.

Don't spend your underway time just "cutting holes in the water". Have some fun and get some good training at the same time!!

- Tony Ruque
District Captain, Response



District Chief of Staff
Edward Monaco

Has 'Mentoring' been forgotten?

I occasionally think back on my time in the US Coast Guard Auxiliary and remember individuals that made a difference in my life. They were there when I needed guidance on how to progress through all the paperwork and red-tape that can sometimes encompass our Auxiliary. They stood by with advice and experience that made it easier to comply with training requirements and helped me to navigate through the Auxiliary Manual. I have a soft spot in my heart for these individuals

whom I consider part of my Auxiliary Family. They are my Mentors.

Mentors take many forms and are present throughout our Auxiliary up and down the Chain of Command. The most treasured to me are those individuals at the grass roots Flotilla Level. These individuals work with new 'recruits' and show them the 'ropes', so to speak. How do we get on line and get information about the Auxiliary, how do we sign up for training, how do we become VE's? These kind of questions are answered with a smile and a guiding hand.

The difference these Mentors make cannot be overstated. New members need to feel that they have joined a welcoming, energetic, and experienced group. My class of 1999, back in the day, were immediately rounded up and given choices to make as we were asked to become an immediate part of the Flotilla Staff Structure as ADSO's or FSO's depending on our skill set. Unskilled individuals were given choices of jobs that they could learn to immediately become productive for the Flotilla, such as VE's. Giving reports at meetings, participating in training, doing the work of the Auxiliary were immediate actions that our Mentors steered and guided us into. We were part of something...We were US Coast Guard Auxiliarists doing Auxiliary work.



Photo by Patti Brody, Flotilla 42, Rochester, NY

Consider the Mentors that you have had in your Auxiliary career and what a difference they have made. Maybe its time for us all to give back and become a mentor to some other Auxiliarist that may benefit from our knowledge, experience, and friendship. Make a plan to Mentor a lesser experienced Auxiliary member in the near future.

The US Coast Guard Auxiliary is the finest volunteer boating organization in the world today. Let's make it better by Mentoring a fellow Auxiliarist today.

Edward M. Monaco

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

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