

THE EASTWIND

OFFICIAL PUBLICATION OF THE NINTH DISTRICT EASTERN REGION SINCE 1972

UNITED STATES COAST GUARD AUXILIARY

Summer Operations

Meet the New DIRAUX

Disarm Your Limits
Jessica Cox

District Commodore

Edward Monaco



Our summer missions have been in full swing and well underway throughout the District as the season winds down. Many Divisions have been undertaking crew and coxswain training on the water. Our OTO Chris Henderson has been touring the District AOR and has attended many functions and meetings both east and west in our District. We had a slow start with lingering ice on lakes Erie and Ontario, and too much rain in May/June to get enough time on the water and in the air. We made up for lost time as our members got out and made persistent efforts to do VSCs and safety patrols.

This year we are facing many challenges and not only the adverse weather. Increased dues and additional coursework were introduced to help us stay in tune with our changing world. Mandatory training is a requirement we need to fulfill in today's Auxiliary and in today's workplace. Let's get online and get our requirements met before the end of the year. If your fellow auxiliarians are having issues completing the courses let's find out why and lend a helping hand.

Even as Fall approaches, we still need to train and sharpen our skills as crew, coxswain, pilot, and air observer. Let's work with our new OTO, Mr. 'Chris' Henderson, and get some classroom training planned and scheduled. OTO Henderson is a master navigator and is willing to assist in our training programs both on the water and in the classroom.

Elections will be upon this Fall before we know it. Those interested in pursuing elected office, be prepared to put forth your name for consideration. We need our elected officers and I thank all of you in office and prior elected office holders for all of your service to our Auxiliary in that capacity.

Our District is healthy and strong, and I thank all our active membership for making it so. I am especially thankful to everyone involved in the BQ New Member Course Beta Test. The information I have received has been forwarded up to the National Aux - and it is creating a lot of stir as ideas suggested by some of our membership are being strongly considered for changes to the program for the better. Keep up the great work.



Contents

- 2 From the Bridge - DCO E. Monaco**
- 4 District Operations Debrief - M. Thomas**
- 7 District Nine, Eastern Region News**
- 12 Exceptional Guest - Jessica Cox**
- 14 Inform, Entertain, Inspire - P. Barlow**
- 16 Coast Guard Mobile App**
- 16 AUXDATA Tips - R. Dobmeier**
- 17 Operations Insights - Como R. Laurer
- Como L. Wargo**
- 18 US Postal Service Honors USCG**
- 18 Ninth District Change of Command**
- 18 USCG, Historically Speaking**
- 19 The District Store - F. Hasse**
- 20 From the DIRAUX - CDR J. Martinez, USCG**
- 21 District Captains - W. Cummings
- M. Bialaszewski
- J. Sopko**
- 23 District Chief of Staff - R. Scofield**

The Eastwind

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The Eastwind welcomes opinion and content contributions from all interested parties, reserving the right to determine if, when, and where such a submission might be used.

Email is the preferred method of communication.

*Mark Thomas, DSO-PB, 9ER
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Cover photo: OSWEGO RIVER (NY) - An Auxiliary PWC safety patrol returns to port at the Oswego Harborfest. PWC Operators from three different divisions participated: John Conroy (Flotilla 2-14, Brewerton) foreground, Clark Godshall (Flotilla 31, Youngstown) left, Doug Rigerman (Flotilla 44, Sodus Point) center right, and Sheila Rigerman (Flotilla 44, Sodus Point) right.

Photo by Terri Lavergne-Kunz, Flotilla 2-14, Brewerton, NY



2015 Summer Operations Debrief

To anyone who watches the evening news, it was clear that summer of 2015 brought many weather challenges across the country. After an extreme winter in the Northeast and Midwest, it seemingly took an eternity for the Great Lakes to warm up, and for Auxiliary Operations season begin. But finally, the ice went away, and despite June being one of the rainiest in recorded history, the lakes warmed up enough for Operations to get into full swing...

Mark Thomas, Editor

HAMLIN BEACH, NY - Division 4, the Rochester area of Lake Ontario, this year faced a shortage of resources - mainly qualified coxswain and facilities. This issue didn't stop Flotilla 48 (Hamlin Beach) from being creative, and undertaking an ambitious Operations mission on August 1, 2015.

Flotilla 48 underwent extensive planning for a SAR (search and rescue) exercise that included two Aux surface facilities, two AUXAIR assets, an Aux base radio facility, and a 47-foot motor life boat (MLB) from Station Rochester.

Flotilla 48 got some help from visiting coxswain COMO Bob Laurer Flotilla 16 (Alex Bay) and visiting coxswain/crew Pete and Carol Urgola, Flotilla 10-15 (Southport, NC). Air support was provided by pilot/aircrew Bob Bialkowski/Matt Linsfelder, both Flotilla 35 (Grand Island) and Bill Bach, Flotilla 42 (Rochester) with Bob Fratangelo, Flotilla 44 (Sodus Point). In all, nearly 20 Auxiliarist members, plus the active duty MLB crew, participated in the exercise operation and logistics.

Although mission planning was fairly detailed, not everything went according to plan, such as boat mechanical issues and wave heights that were near the allowable limit for Auxiliary missions. "In our pre-underway brief, the crew agreed that two to four foot waves were acceptable, with four to fives outside of our capability. Sea conditions halfway to the event site actually increased to the unacceptable range for this crew and vessel with seas consistently in the four-foot range. I made the decision to terminate the patrol and return to port. Continuous evaluation of conditions underway and attention to GAR is key,"

recounted Bob Laurer, coxswain of the first Aux boat. The second Aux boat also determined a higher than usual GAR score, but marginally acceptable, and pressed on to the predetermined rendezvous location. Despite less than ideal conditions, air, boat, and communications crews had several hours of intense search and rescue practice, all under the watchful eye of the nearby 47-foot MLB.



Flotilla 48 SAR mission AUXAIR assets included this Cessna 172

The rough seas proved challenging when both surface and air crews were called upon to find and recover 'Oscar, the floating crash dummy'. "Our crew performed admirably under adverse conditions. We had done many man-overboard drills previously, but had never actually had to get a 90-pound 'Oscar' back into the boat - definitely harder than anyone anticipated," remarked coxswain Pete Urgola of his crew performance.

The exercise concluded with a tasty lunch and spirited debrief at Flotilla 48 base, that included input from air crews that called-in over a landline immediately after landing. Participants were further challenged with classroom and 'hands-on' training after the debrief.

*- Story and photos by Mark Thomas
FSO-OP
Flotilla 48, Hamlin Beach*

AKRON, OH - Division 6, always active from an Operations standpoint, had numerous air and surface missions over this past summer, including fireworks patrols, MOMPATS (multi-mission patrols), logistics and providing requested safety zones.



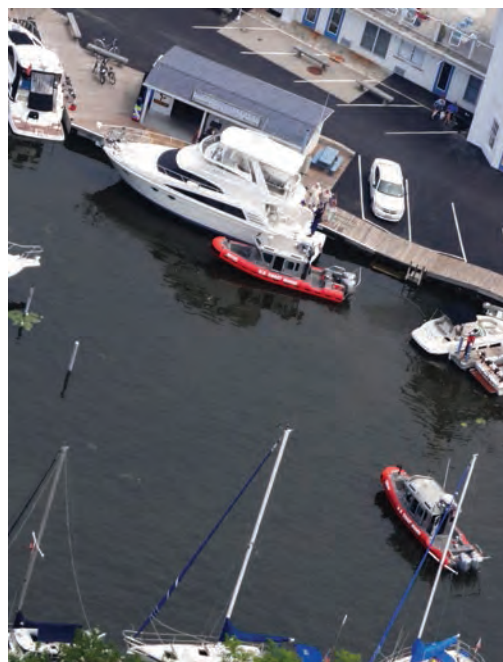
Jack 'Master Chief' Benton (L) and crew take a break after morning towing exercises during Operations Rendezvous, Day One.

Ken Sarnecki, Flotilla 61 (Akron), put together a two-day operations rendezvous with the purpose of doing joint training exercises with a number of flotillas. This also provided the opportunity to welcome our new OTO

(Operations Training Officer) from Sector Buffalo, BM2 John 'Chris' Henderson. During those two days, the OTO guided and advised Auxiliarist participants from Flotillas 61 (Akron), 64 (Lorain), 75 (Cleveland), and 76 (Fairport Harbor).

- Story and photo by Mark Galan
FSO-PA
Flotilla 61, Akron

YOUNGSTOWN, NY - While the 2015 PAN AM Games were underway in Toronto (ON) July 18 - 26, 'Operation BlueJay' was being conducted on the American side of the Lake Ontario border to assure there were no marine-based threats to the Games events or venue.



Suspicious activity during 'Operation Blue Jay' brought swift response by CG surface assets.

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

'Operation Blue Jay' was a large scale security mission that involved multiple agencies, led by the U.S. Coast Guard and many of its Federal, State, local and international partners. USCG Air Station Detroit AUXAIR D9ER crews flew every day, and the daily air patrols had AUXAIR aircraft on extended observation missions, landing, refueling, and continuing patrols supporting the various on water assets of the U.S.

Coast Guard and its partners who were performing their duties.

The Operation also included large active duty Coast Guard assets from outside the AOR, such as marine safety and security teams (MSST), the 240-foot USCGC Mackinaw, largest cutter on the Great Lakes, and the 234-foot Canadian Coast Guard asset, CCGC Griffon.

The support from USCG Air Station Detroit AUXAIR crews offered great efficiencies to the active duty on-water assets supported throughout the operation, contributing to the successful achievement of the goals for 'Operation Blue Jay'.

- Bob Fratangelo
DSO-AV



Preparing for a side tow, the Station Cleveland 45-foot RB-M (Response Boat Medium) comes into close quarters with Bob Daley's (Flotilla 75, Cleveland) 27-foot facility.

Photo by Larry Peltz, Flotilla 75, Cleveland, OH

CLEVELAND, OH - Since Division 7 has a limited number of facilities and coxswains, emphasis has been upon training additional coxswains and crew as well as maintaining current qualifications. Consequently, throughout the summer, surface operations have been done more on a division-wide basis, rather than being flotilla oriented.

Flotilla 76 (Fairport Harbor) coxswain Joe Muharsky has done patrols with crew from both the Fairport and Cleveland areas, and more recently, joint training with Station Cleveland Harbor and Flotilla 61 (Akron) on the Cleveland area of Lake Erie. Members of Flotilla 61 have discovered that operating a boat on Lake Erie is vastly different from small inland lakes.

Additionally, Station Cleveland Harbor has had quite a bit of crew turnover; therefore, the Station has welcomed the opportunity to practice towing nonstandard Auxiliary vessels.

- Virginia Suda
DCDR
Division 7

Opposite page, upper photo: Auxiliarist Aaron Frisch, Flotilla 48 (Hamlin Beach), describes his Oscar SAR exercise experience at the mission debrief.

Cover Story

OSWEGO, NY - The summer of 2015 was one of the busiest operations periods for Division 2 - ever.

"July 2015 will go down in the books as one of the best months I have had in the Auxiliary, and proves that there are no geographic boundaries in the Coast Guard Auxiliary," remarked Rick Kunz, Flotilla 2-14 (Brewerton), Division 2 commander.

July started out with a bang, with the Auxiliary being requested by the Brewerton Fire Department to assist with water security zones for an annual fireworks display. All five flotillas in Division 2 participated, working with four fire departments and several state and local police agencies.

For the first time, a Patrol Communications (PAT-COM) was used for the event. "This was worked out with Station Oswego to limit excessive communication to the station while still providing proper 'Ops and position' from Aux facilities. Our communications were set up in the Onondaga County Emergency Management Mobile Command Center, Call Sign EM-50," explained Kunz.

The second weekend in July brought about 600 kayaks and canoes starting at the Fulton Lock and paddling up the Oswego River through the locks to Oswego Harbors' Wrights Landing. Assisting with this event were members of Flotilla 21 (Syracuse), Flotilla 2-14 (Brewerton), Flotilla 26 (Sylvan Beach) and USCG Station Oswego.

Weekend number three was a first for Division 2: an Army National Guard medevac helicopter exercise. The joint training

involved three Blackhawk helicopters, three county agencies, five volunteer fire departments and the Division 2 Auxiliary. The purpose of the training was to give helicopter crews and civilian first responders a chance to experience the challenges involved with evacuation and treatment of injured personnel when military helicopters are involved.

Auxiliary participation was high, with 15 members from all five flotillas in Division 2 assisting. Additionally, the Auxiliary assisted with a BASS fishing tournament that same day.

The last weekend of July was the biggest event - Harborfest 2015. Earlier, Kunz was contacted by Station Oswego about having the Auxiliary support the Oswego Harborfest. The 28th annual Harborfest is a 4-day family event, complete with fireworks, food, water exhibitions and is one of the largest music festivals in America.

Orchestrated by Kunz and his team, the Auxiliary responded with participation by 22 members from nine flotillas which are part of four divisions. Support from the Auxiliary included fireworks safety patrols, perimeter assistance for multiple festival events and Aux-FS support at Station Oswego.

Other members that did not participate directly in Operations conducted Vessel Safety Checks and did other Public Affairs activities.

"Our best July ever," refrained Kunz.

- Mark Thomas
Editor



Left photo: Division 2 crew prepares for a safety patrol on the Oswego River. R to L: Gene Little (Flotilla 22, Ithaca), Dan Garcia (Flotilla 21, Syracuse), John Conroy (Flotilla 2-14, Brewerton), Steve Botsford (Flotilla 21). Right photo: Helen 'Lou' Cummings (Flotilla 26, Sylvan Beach) prepares a meal, working as Aux-FS every day of the Oswego Harborfest at USCG Station Oswego. Photos by Terri Laverigne-Kunz, Flotilla 2-14, Brewerton, NY



News from the Ninth District Eastern Region

Lake Erie Icebreaker Presentation Draws Crowds

CHAUTAUQUA, OH - Edward Morris, Flotilla 62 (Medina County) spent time this past winter aboard the USCG Ice Breaker 'Neah Bay' while the cutter completed assigned ice breaking duties on Lake Erie.

Morris carefully documented his sea experiences, and recently presented his story to a sizable audience that was interested in hearing about the mid-winter adventure on the 140-foot cutter.

Morris recounted his observations and experiences aboard the 'Neah Bay': what he learned on the cutter and the duties he was assigned, including acting helmsman of the vessel.

He made two presentations on August 22, 2015, both with an audience of over 100 people.

- Mark Thomas
Editor



Edward Morris at Lakeside Chautauqua.
Photo by Dave Stobinski, Flotilla 62, Medina Co, OH



Life Jackets: How Do They Fit?

AVON LAKE, OH - A sunny, breezy day on the south shore of Lake Erie was ideal for the Waterfest Triathlon, preceding the Avon Lake Waterfest on August 9, 2015. The Water Fest was sponsored by the Avon Lake Water Department. The event had a variety of hands-on activities that conveyed the underlying message of connecting the public with Lake Erie.

The emphasis was upon why we should be concerned about protecting Lake Erie and how everyone, regardless of age, can be involved in protecting our natural resources. The Ohio Department of Natural Resources Division of Watercraft, Ohio Division of Wildlife, the Ohio State Sea Grant University Stone Lab, and the Lorain County Metroparks were among the participating organizations.

Auxiliary participation was a cooperative effort by Flotilla 75 (Cleveland) and Flotilla 64 (Lorain). The Auxiliary message stressed the importance of wearing properly fitted life jackets. Activities included individual life jacket demonstrations, life jacket relay races, and kids trying to beat the clock while finding and donning a properly fitting life jacket from a pile.

- Virginia Suda
DCDR
Division 7

Photo: Kids scramble, working against the clock, to correctly put on life jackets. Photo by Stirling Black, Flotilla 75, Cleveland, OH



Flotilla Dedicates New Base Sign to Shipmate Jim Shambaugh

HAMLIN BEACH, NY - Flotilla 48 (Hamlin Beach) dedicated a new flotilla base sign to their fallen friend and shipmate, Jim Shambaugh, on August 24, 2015.

A flotilla member since 2007, Shambaugh was stationkeeper for the Hamlin Beach flotilla base. "Jim's presence was constantly felt, as he touched nearly every aspect of installation and maintenance at the facility. His upbeat attitude was contagious to all, and he was one of the nicest persons I've ever met," reflected Mike Nau, Flotilla 48 commander.

Jim resided at Point Breeze, NY during the summer season, and Dillsburg, PA during winter. In addition to his station upkeep duties, Jim operated a summer fishing charter business, located on the Oak Orchard river. He contracted pancreatic cancer, and finally lost his long battle on October 20, 2014, at the age of 67.

The newly constructed flotilla base sign was dedicated in honor of Mr. Shambaugh, mostly funded by private donations from flotilla members and friends that knew him. A brass plaque specifically denotes the sign dedication.

- Story and photo by Mark Thomas
FSO-OP
Flotilla 48, Hamlin Beach

FCGH Recognizes Archive Efforts by Len McFadden

WASHINGTON, DC - The Foundation for Coast Guard History (FCGH) has recognized Lennis McFadden, Flotilla 42 (Rochester). Auxiliarist McFadden dedicated 575 hours to the digitization and organization of his flotilla historical archives, ranging from 1939 to 2012, scanning and cataloging more than 3500 pages of documents,

Due to his work, all flotilla members have access to all historical materials without the need to disturb the originals.

This project led to the creation of an exhibit at the Central Library of Rochester, and Monroe Counties, and the 2015 celebration of 75 years as a unit for the flotilla.



Lennis B. McFadden

The Foundation for Coast Guard History was formed on August 4, 1999, as a non-profit organization. Its objectives are to provide support for the U.S. Coast Guard Historian, encourage studies relating to the history of our service, and accord recognition to individuals and organizations that contribute to the goals of the FCGH.

- Story and photo by Linda Taylor
FSO-FN
Flotilla 42, Rochester



Division 5 Teams with Power Squadron

NILES, OH - Flotilla 51 (Youngstown), Flotilla 56 (Roaming Shores), and Flotilla 51 Detachment (Shenango Lake) teamed up with the Mosquito Lake Power Squadron and the Akron office of the Ohio Department of Natural Resources to promote boating safety at the annual Hunting and Fishing Sportsman show in mid-March, 2015. The three-day show had the Auxiliary booth manned with two Auxiliarists each day, all day.

Flotilla 51 Commander, William Daughtery (left), collaborates with PS members.
Photo by George Feschenko, Flotilla 51, Youngstown, OH

- John Vargo
Flotilla Commander
Flotilla 56, Roaming Shores

District Store Now Under New Management

YOUNGSTOWN, NY - Fred Hasse, Flotilla 31 (Youngstown) has been appointed DSO-MA, and will be the new manager of the District Store.



Fred Hasse

Formerly, the District Store was primarily available only during D-Train, and therefore accessible by the few

hundred conference participants. Fred will be initiating many new retail programs that will include merchandise shopping using credit cards. This new initiative will allow mail-order shopping for uniforms, regalia, casual apparel, and Auxiliary accessories.

Previously, Heidi and

Steege Johnston, Flotilla 32 (Grand Island) had brought the District Store and its 7000 item inventory to every District Conference since 2006.

- Mark Thomas
Editor



Steege (left) and Heidi Johnston



Lake Erie Operations Training Offers a Variety of Crew and Trainee Experiences

CLEVELAND, OH - With the majestic downtown Cleveland skyline as a backdrop, Flotilla 7-16 (Cleveland) and Flotilla 61 (Akron) conducted Operations training with active duty Coast Guard from Station Cleveland Harbor on July 25, 2015.

"Working with different crews from different flotillas really improves your perspective of the same routine task. You may go out 100 times for the same mission, but with this new perspective, each time you come back having learned something new," remarked Auxiliary crewman Mark Galan, Flotilla 61. Galan continued, "training with a variety of individuals definitely increases your 'gene pool' of knowledge."

Galan's comments reflected the sediment of the Station Cleveland Harbor crews as well - they had the opportunity to train with a variety of 'non-standard' Auxiliary boats, creating a more realistic training scenario for their 45-foot RB-M (Response Boat - Medium).

"I have had the privilege of working with some of the most experienced pilots and coxswains the auxiliary (or our nation) can offer. No two mentors have been quite the same, resulting in a more robust repertoire of processes to achieve a mission goal. Working with other crew, outside my own flotilla, or even beyond my own division, has proven for me to be a highly effective training aid," concluded Galan.

- Mark Thomas
Editor

Above photo: Flotilla 7-16 aux vessel 'North Sea' practices side tow with RB-M.
Photo by Mark Galan, Flotilla 61, Akron, OH

Flotilla 42 Patrol Crew Rescues Students

ROCHESTER, NY - Two college students had planned on relaxing in their small inflatable raft, while basking in the warmth and sunshine of an August day. Floating just off the well-known Duran Eastman beach on Lake Ontario, both students fell asleep in their raft. They woke up later, to realize the current and wind had blown the raft about one and a half miles offshore. The students tried to paddle back to shore, but due to the wind and small size of their raft, were unable to make any headway.

Running parallel to Durand Beach, an Auxiliary patrol, Bob Brody as coxswain, with crew Patti Brody, Sue Lander, and Janice Jackson, all from Flotilla 42 (Rochester) observed an unusual object offshore. As they investigated, they realized it was a raft, and also discovered two students with no life jackets, no cell phone, and no signaling devices on-board.

As twilight approached, the students were picked up, and while en route back to Durand Beach, the thankful students were provided plenty of boating safety information.

- Janice Jackson, FSO-PB, Flotilla 42, Rochester



After tending to the occupants, Janice Jackson brings the drifting raft aboard.

Photo by Sue Lander, Flotilla 42, Rochester, NY



Community Outreach with Jefferson County Youth

SACKETS HARBOR, NY - Members of Flotilla 12 (Sackets Harbor) have been working since early spring to promote the 'Wear It' campaign and the 'About Boating Safety' courses throughout Jefferson County, NY. The promotions have included information booths, community outreach with vessel safety checks, distribution of boating safety literature, promotion of the ABS course on community calendars and more.

Recently there was a Boy Scouts of America / Sea Scout Ship started in the county and members of Flotilla 12 have been working with these youth, which helps to not only promote safe boating, but the members of the Sea Scout Ship have already shown interest in joining the Auxiliary when they come of age to volunteer.

Another method of promotion for the 'Wear It' program was to drop some of the 'Wear It' stickers off to a local pediatrician who has offered the stickers to young patients after their check-up. Not only do the kids get to walk away with a colorful sticker, but the sticker can promote conversation with the youth and parent about what a life jacket is and why it is important to wear one. Many schools (K-6) will also accept the stickers and coloring books for youth to pick up in the main office. High School guidance counselors will accept information on how to join the auxiliary and how volunteering may lead to bigger and better things, as the youth look for a career or choose to join the military.

The youth of Jefferson County (NY) and others areas are truly a captive audience that should not be missed when looking for ways to promote safe boating and the 'Wear It' campaign. Utilize Coastie® or hand out whistles at your information booth and kids will remember it. If the youth are interested, they can help to pull the adults in. If both youth and adults see the promotion of safe boating, not only can we help to prevent a mistake and save a life, we can feel good in knowing that we, as Auxiliarists, have done our job in spreading the word.

*- Story and photo by Kathy Montgomery
FSO-PA, Flotilla 12, Sackets Harbor*

Above photo: Flotilla 12 programs included Public Affairs booths and Vessel Safety Checks

Page 10 The Eastwind Summer 2015

Fred Willig of Flotilla 32 Passes Over the Bar

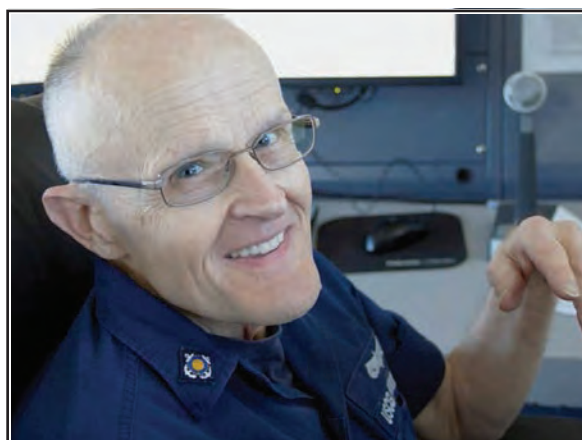
BUFFALO, NY - Regrettably, Fred Willig, former Flotilla 32 (Buffalo) Commander, and Division 3 Commander, passed over the bar on August 8, 2015.



Fred was an active Auxiliary member that became a mentor and friend to all that knew him.

A Coast Guard Auxiliary color guard participated in the ceremony honoring his life.

- Jeremy Lewis, SO-PB, Division 3



Frank Kloc 'retires' from Watchstanding

ROCHESTER, NY - Frank Kloc, Flotilla 42 (Rochester) has made the decision to 'retire' from his Watchstanding duties at USCG Station Rochester, after being a volunteer at the station radio room since 1998.

Over the years, Frank has accumulated over 12,000 hours of service, working three days a week, as a qualified Watchstander.

A qualified Communications Watchstander is an essential element of the Coast Guard Command and Control system by working in the radio watch center at the station and monitoring radio calls for assistance.

Frank joined the Auxiliary in 1996, and plans to remain active with other Flotilla 42 activities.

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

D-Train Election Brings New District Captains



Glen Harman



Mike Bialaszewski



Baird Pfahl

DUNKIRK, NY - The Fall D-Train on September 25, 2015 featured an election by the District Board for three District Captains. Each D-CAPT office is for a term of one year, with a maximum of two consecutive terms.

Glen Harman, Flotilla 61 (Akron) was elected for his first term as District Captain for Prevention. Glen has been serving as District Staff Officer for Vessel Examinations since 2008.

Mike Biaslaszewski, Flotilla 47 (Canandaigua) was re-elected as District Captain for Logistics. Mike had previously served a one year term as D-CAPT.

Baird Pfahl, Flotilla 62 (Medina County) has been elected District Captain for Response. Baird has been serving his first year as District Commander for Division 6.

The office of District Captain assists the District Commodore and Chief of Staff with the achievement of District goals for each mission of Logistics, Prevention, and Response.

- Mark Thomas
Editor

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

Division 3 Recruitment Breakfast Adds New Members

HAMBURG, NY - On June 6, 2015, Flotilla 32 (Hamburg) conducted its first ever Recruitment Breakfast. Flotilla Commander, Eileen Reiner, sent out over 200 invitations to people who completed the About Boating Safely class conducted by Flotilla 32 over the last few years.

There were 14 favorable responses, with 10 of those actually attending the breakfast. Approximately 10 members from Flotilla 32 volunteered to help set up, be a mentor, answer questions, conduct tours, clean up or just be there to support the effort.



Eileen Reiner, Flotilla Commander

There were several very brief presentations, some of which included the Auxiliary OPS program and how we interact with the active duty Coast Guard, the VSC program, and a brief discussion on what it is like to be a new member of a flotilla, from a new member's perspective.

The event yielded two new members immediately, with several more considered 'high potential'.

- Story and photo by Jean Evenick
VFC
Flotilla 32, Hamburg

Auxiliarist's Bucket List Includes National Motor Lifeboat School Visit

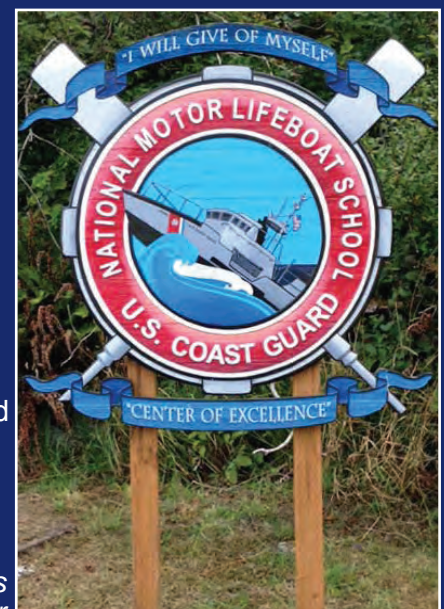
CAPE DISAPPOINTMENT, WA - Chuck and Jill Heath, Flotilla 62 (Medina Co) always had on their 'bucket list' a visit to the CG station at Cape Disappointment. They finally had their opportunity on August 11, 2015. One stop on their 54-day, 8000 mile vacation trip was the USCG National Motor Lifeboat School at Cape Disappointment, WA. They spent several hours on-site escorted by active duty personnel.

"We didn't have an appointment for a tour at the Station, but we walked up and rang the bell. They couldn't accommodate our request for a tour that day, but said we could come back tomorrow, so we did," recounted Jill.

Founding members of Flotilla 62, Chuck and Jill Heath joined the Auxiliary in 1987. Their trip also included nine national parks, and five national monuments.

Photo by Jill Heath, Flotilla 62, Medina Co, OH

- Mark Thomas
Editor



Exceptional Guest



Jessica Cox was born in Sierra Vista, Arizona in 1983. During her birth it became quickly and unexpectedly clear that Jessica was without arms. After running many genetic tests to determine why this happened, there were no conclusions, other than she was born perfectly healthy, just without arms.

As a child, her life was full of challenges but her parents were determined to do everything in their power to give her a normal childhood. She learned to live life with her feet.

Convinced that the way we think has a greater impact on our lives than our physical constraints, she chose to pursue a degree in psychology at the University of Arizona.

Since then she has traveled to 20 countries on 6 continents sharing her inspirational message.

When not traveling on her mission of motivation, she lives with her husband, Patrick, in Tucson, Arizona.



Jessica Cox

Motivational Speaker and Guinness World Record Holder

As Editor, I always make it a point to prepare for an 'Exceptional Guest' interview, and this time was no different. Our guest for this issue is Jessica Cox, who has written a book about her life and experiences. They are as unique as she is exceptional.

*In preparation, I bought her book 'Disarm your Limits'. When the book arrived in the mail, I opened it and saw that she had personally signed it. I remember thinking "oh, that's nice", but then quickly moved on, anxious to start reading. Midway through the first chapter, it finally dawned on me - she had signed the book **with her feet!***

Many of us sometimes complain or grumble about the occasional trivial annoyances that are thrown our way as we get dressed, have breakfast, and move on with our day. After reading her book and talking with her through our phone interview, I've learned that my annoyances truly are trivial, and know I'll be doing a lot less complaining during my own daily routine.

Describing Jessica as an 'overachiever' might be an understatement. Jessica is a certified pilot, has two black belts in taekwondo, drives a car, scuba dives, does horseback riding, cycling, uses a cell phone, swims and plays the piano. Read on, and you can decide: 'overachiever' or 'understatement' ...

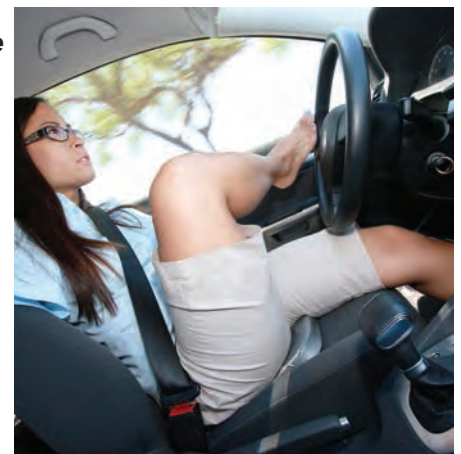
*- Mark Thomas
Editor*

Your attitude about life is just exceptional. Were your parents instrumental in helping instill this 'overachiever' mindset?

Growing up was definitely a challenge. My parents at first were concerned about what kind of future I would have, without having arms. But, they also resolved that they would do anything and everything that they could to give me a normal childhood. My mother got me involved in many activities, such as dance, that would ultimately give me the adventurous spirit and resilience I have today. My parents were responsible for putting me out there, putting those challenges in front of me. Their expectations (and hopes) were high, and I didn't want to disappoint them.

Your challenges have been manifold. What have been some of your innovative ideas you've used to overcome obstacles?

One of the biggest things that has helped being independent is the ability to get dressed by myself. While this may be routine for you, without arms, not so easy. It took me longer to learn how to get my pants up and down than it did to learn to fly an airplane. My mom and I tried a number of different ideas, some with less success than others. After many trials, many of which didn't work at all without ruining the clothes, we knew we'd have to come up with something different. Finally we came up with a system of hooks bolted to a wall that would allow me to maneuver myself into, and out of, my pants. This worked at home, but definitely didn't work when traveling. Over time, we heard of another concept of using hooks with suction cups to attach them to the wall. This idea worked, but took literally years to fine-tune it.



Using only her feet, Jessica is licensed to drive an un-modified car. Photos by Patrick Chamberlain

Another innovation that I use everyday is wheels. By putting wheels on a laundry basket, it becomes a laundry cart, and now I can move everyday items all around the house.

You're recorded in the Guinness Book of World Records for being the first armless person in aviation history to earn a pilot certificate. Tell us about that experience.



Jessica demonstrates how she flies her 1946 Ercoupe airplane. Left foot on the throttle, right foot on the yoke, for steering.

Learning to fly was one of my proudest achievements, but it wasn't easy. Most airplanes have three main controls - the yoke (steering wheel), the rudders, and the throttle. Using my feet, I can only control two of those. There is really only one airplane design, a 1946 416-C Ercoupe, that uses just two controls (the yoke and rudders are connected), and that is the airplane I used to learn to fly. Learning in that particular plane type may seem obvious now, but there were many trials, and trials of patience to get to where I am today - a FAA Light Sport Pilot certificate holder.

The list of your achievements is long. How would you define 'success' as it applies to your life?

I'm very proud of my achievements. Each one of them represents the completion of a personal goal. At first look, they may seem unattainable, yet, I've been successful in completing them. This is through hard work, determination, and my personal support structure, which has been key to that success.

On the personal side of that question, it's really all about being comfortable in my own skin, my own regard and self-acceptance for who I am. In the 'big picture' this is far more important than the goal oriented achievements that result in news headlines.

Mentorship is a key emphasis of the Coast Guard Auxiliary. Can you give some examples of how that same mantra is important to you?

I personally know the value of having a mentor. While growing up as a teen, I really had no role models, no one that could help guide me with all the feelings I had about being different. I was having a tough time fitting in, sometimes feeling isolated, and alone, because I was different. I was watching a tv show, and the show feature this woman that had lost her arms as a child. She had learned how to do everything with her feet, just as I had done. By coincidence, she only lived a few hours from me. A meeting was arranged. Soon I realized that she had adapted to her situation, and had gone on to live an active, full adult life. She helped me become more motivated to become more independent, even if just a little more each day.

I haven't forgotten what she taught me, and now, mentorship is key part of my life. Part of my mission is to mentor other young girls with disabilities. We have face-to-face discussions, or talk on the phone. I'm hopeful that years from now, those girls will look back with the same positive reflection I had with my own mentor experience.

In your book you talk about your 'three levels of balance' in your life. Can you explain how those principles fit into your everyday life?

The key word is 'balance'. You know you're in balance when things in your life feel right. The three levels of balance are physical, mental and spiritual. I make it a point, every day, to make each of them a priority in my daily routine. Even with a busy schedule as a motivational speaker, I make time each day to do something to keep physically fit. On the mental side, if I'm feeling tired, I take some time out, and take a short nap. Spiritually is important too, and I make it a priority to get to church every Sunday.

Physical, mental, and spiritual balance are all connected. To be at your best every day, all three have to be given the right amount of attention. When you take this approach to life, you'll feel the three levels of balance working together in ways that will amaze you.

As Coast Guard Auxiliarists, we're all volunteers, banding together to save lives through boating safety. How could we motivate ourselves, and inspire others, using you as an example?

My advice would be to stretch your limits every day - have a goal and work to achieve it. Make those goals big enough that you can grow into them, and improve yourself every day!



A part of her daily routine, Jessica applies lip gloss before heading out to a motivational speaking engagement.



Inform, Entertain, Inspire

*Perspective from
the Assistant Director,
Mr. Paul Barlow*

This is what I learned by reviewing the speech delivered by General George S. Patton to the 3rd Army in June 1944. General Patton wanted to **INFORM, ENTERTAIN AND INSPIRE** the troops before they headed off to retake Europe from the Germans.

He wanted to **INFORM** them of his expectations.

He wanted to **ENTERTAIN** them. If you remember the movie "Patton", George C. Scott in the opening sequence used some pretty 'colorful' language to convey his message. Believe me when I say, his remarks were toned down from the original speech but I can imagine his motives. Patton wanted to make them laugh, especially knowing what they faced ahead of them.

He also wanted to **INSPIRE** them. He knew his men believed in what they were doing and that they would die for their beliefs and their country. However, he wanted them to **MAKE SURE** the other guy...the Nazis...died for their beliefs and their country instead.

So, I intend to follow Patton's format as I discuss the Budget and the Commandant's priorities and how they affect us. This year's budget has finally passed but what the Commandant had to say at N-Train will affect future budgets that I think we all should be aware of as noted in his priorities below:

COMMANDANT PRIORITIES:

- **Cyber Security**-Awareness and utilization of existing communication methods.
- **Western Hemisphere Strategy**-As the DoD shifts focus to the Asian Pacific theatre, the CG needs to maintain presence in a layered defense against narco-trafficking, terrorism, mass migration in support of DHS. Justification is needed to replace the aging cutter fleet (210' WMEC/ 378' WHEC-50 years old).

Arctic-Increase U.S. presence in Arctic as it expands its commercial (cruise ship/bulk carrier) enterprises while China/Russia continues to encroach in the region. Justification for additional CG icebreakers.

- **Energy Renaissance**-support inland rivers as commerce expands. Justification to replace aging buoy tenders (60 years old).

The bad news is that none of these priorities directly point to D9 or CGAUX. The good news is none of these priorities directly point to D9 or CGAUX. Obviously, we are impacted to some extent and it shows trust in how we conduct business and that CGAUX is the master of RBS. The Commandant has utmost confidence in how CGAUX is handling its affairs. However, the need to replace the CG's aging cutter fleet may impact us in the future.

The recurring THEME from all of this is that **EVERYTHING OLD NEEDS TO BE NEW AGAIN**. Don't worry though; we've been there before as I'll show you.

In discussing OLD, you should know that I completed over 40 years with the Coast Guard in October 2014. I note this milestone so we can look back together 40 years, back to 1974. A quick internet search shows the following:

- Gas was 55 cents a gallon.
- The Annual median income was \$13,900. I should know because I was making \$10,000 as a LTJG



USCG Munro, a 378-foot high endurance cutter commissioned in 1978
USCG photo

as the Assistant Director of Auxiliary for the Eleventh Coast Guard District. So, you see I've come a long way in 40 years!

- Back then, *Papillon* and *Blazing Saddles* were the top grossing films.
- The hot songs were:
 - *I Shot the Sheriff*
 - *The Way We Were*
 - *Hooked on a Feeling*

Why do I tell you all of this? I hope it would entertain you but also to be thought provoking. You know, some things change and some things never change. Back in the 70's, there was a lot going on just as it is today.

Back then, the Coast Guard was changing into the 'New Guard' as we lamented the end of the 'Old Guard'; the end to 'wooden ships and iron men'. It then became necessary to convert to 'Bender's Blues' that were implemented as part of the post-war transition to an all-volunteer force. Instead of looking like sailors, [we] looked like aviators. In addition, the 'stylish' new women's uniform was created by Hollywood costume designer Edith Head.

We also witnessed the end of Ocean Station service which led to the steady if belated retirement of venerable but aging World War II cutters. As you can see, we've been here before!

The Coast Guard needed to adapt to patrol the 200 nautical mile limit offshore with the Magnuson-Stevens Fisheries Conservation and Management Act of 1976. And who can forget, the 1971 National Recreation Boating Safety Act that would turn the responsibility for RBS completely over to the states. Again, I facetiously say we've come a long way in 40 years! However, just as it was back then in the 70's, the Coast Guard Auxiliary is leading the way.



36-foot Motor Life Boat CG-36500 USCG photo

With all this in mind, I would like to leave you with a quick story of a Coast Guard rescue back in February 1952, off the coast of Cape Cod, that I

think you all can relate to. The rescue occurred during blizzard conditions when two 500-foot World War II tankers split apart in heavy seas, stranding over 84 men clinging to their hulls. After being trapped at sea for over 12 hours in waves up to 80 feet, four men at Station Chatham Harbor were given orders to use their 36 foot long, wooden lifeboat to assist.

As Petty Officer 1st Class Bernie Webber and the crew on board CG-36500 initially cleared the breakwater on what all considered on board a "suicide mission", his boat encountered a wave that shattered the windshield, ripped the compass from

its mount and embedded glass in the coxswain. But this didn't stop them.

They continued on with their rescue that has been chronicled in the book *The Finest Hours* that will soon be made into a movie scheduled for release in January, 2016.



The rescue mission that took place in 1952, off the Cape Cod coast, after two oil tankers, SS Fort Mercer and SS Pendleton, were destroyed by treacherous winter winds and waves. The crew of motor life boat CG-36500 and the crew of a surfboat from the USCGC Yakutat heroically rescued nearly all the tankers' crewmen. USCG photo

What captured my attention was the epilogue that described a reunion 50 years later as viewed from the eyes of the daughter of one of the volunteer crewman, Seaman Ervin Maske. Although they all volunteered to go on this mission, Seaman Maske was the one member of the crew that really did not have to volunteer for this 'suicide mission.' He was not a part of the Station Chatham crew. He had been waiting at the Station for a ride out to his permanent duty station on the Nantucket Lightship when he offered his services.

Seaman Maske's daughter said that until the reunion she hadn't appreciated the significance of that fateful night. While growing up, her father never talked much about the case and if he did, his response was that "it was no big deal." If pushed on the subject, he would just say that he was "just doing his job and he did what he had to do."

I've told you about this case not because I think you'll be called out on a rescue case of this severity but because I think you can relate to a small boat rescue in deteriorating weather conditions. You can certainly relate to the extreme weather that they encountered during that nor'easter, especially after these past two winters.

More importantly, you know what it is to be a VOLUNTEER, and I would expect when asked why you do what you do, your response would be similar to Seaman Ervin Maske. You would say that "it's no big deal". You would also say "you were just doing your job, just doing what you had to do."

In short, you are an INSPIRATION to me, and I invite you to learn more about this rescue and see where and how it applies to what you do. Use it to INFORM, ENTERTAIN AND INSPIRE your members. More importantly, use it to thank your members as I thank you, and commend you for what you do, and will continue to do, as we navigate the way ahead.



Coast Guard Mobile App

Now available for Android and Apple mobile devices, the Coast Guard has a free app available for download.

Features of the app include: state boating information; a safety equipment checklist; free boating safety check requests; navigation rules; float plans; and calling features to report pollution or suspicious activity. When location services are enabled, users can receive the latest weather reports from the closest National Oceanic and Atmospheric Administration weather buoys as well as report the location of a hazard on the water.

The app also features an Emergency Assistance button which, with location services enabled, will call the closest Coast Guard command center.

The Boating Safety Mobile app was not designed to replace a boater's marine VHF radio, which the Coast Guard strongly recommends all boaters have aboard their vessels. The app was mainly designed to provide additional boating safety resources for mobile device users.

AUXDATA Tips from the DSO

- Online Courses: getting credit -

When you take a mandatory or other course through the Auxiliary LMS (Learning Management System), if you've made the effort, you want to get credit!

Be patient - your accomplishment is not entered immediately into AUXDATA. It may take a few days for your course completion to show up because the LMS courses are not entered by our own district - they are entered by volunteers at the national level. This applies to online NAV RULES testing and other online courses. If your course doesn't show after a week or so, contact your DSO-IS with a copy of your (emailed) completion certificate, and the DSO-IS will enter it for you.

Remember to always print out any emailed course completion certificates and keep them in a folder, just in case!



Ray Dobmeier,
DSO-IS

Operations Insights

At our Spring D-TRAIN event in Dunkirk, in the OPS workshop we discussed the latest night OPS presentation. That workshop in Powerpoint form can be found on our district website at the following location <http://www.uscgauz.info/content.php?unit=092&category=ops-training-sabot>



The Night Operations workshop contains twenty-five slides and its intention is to review precautions and procedures for operating at night.

Please take the time to download this presentation and

present it to your crews either in a flotilla OPS event or at the marina if necessary. Many times a SAR call will be delivered at night in some very poor conditions. You and your crew need to be prepared for that eventuality.

Some General Rules, it is of utmost importance to conduct a thorough mission briefing (your crew needs to know all of the details of the mission).

- Slow Down! "Every vessel shall at all times proceed at a safe speed allowing for collision avoidance and allow for short stopping distance"
- Understand the NAVRULES; ensure your crew understands the regulations as each may have to stand helm or lookout watch. Another key learning is, if ever in doubt of the vessels position 'STOP'. Continue after you have established your location.
- Rotate your crew positions frequently during night oper-

I have been getting more reports than normal of failed check rides for 'Qualified' members! To me, this indicates that these members haven't been training or getting underway. We either "Use it or Lose it!" I have seen some that forgot their knots, others are just rusty in their boat handling.



I know that by now the Operations season is past us but we can still pull up the SABOT and Operations Training Powerpoints on the 9ER website and use them during the hard water season. It all takes practice, even for us older members that have been doing operations for years. Let's take advantage of the winter months and get back to basics then when we get underway in the spring we can put this knowledge to practice in 'on-the-water training'. These Powerpoints would make a good Saturday workshop, or they can be put on after meetings.

SAR is a complex skill that requires clear thinking, planning, knowledge and skill. It requires us to constantly work at maintaining or improving our knowledge and skill.

- COMO Lew Wargo, Sector Buffalo QE Coordinator

ations to maintain an alert crew. Facilities that operate at night should be equipped with GPS and RADAR. If equipped with radar it must be used all hours of operation, not just night hours. The entire crew needs to be fluent in its use as the unit needs to be monitored full time through the evolution. The above learnings are important lessons needed to keep us safe on the water in a challenging environment.

- 'Train, Train, Train' is the common thread through all of our operations presentations. Crew and coxswains need to be able to operate the electronics on the OPFACs they are crewing aboard. That is a critically important piece of the operations safety puzzle. Many crews are hampered because of limited exposure to many different kinds of GPS and radar units, depth sounders. If you are taking a crew out it is imperative they can operate the equipment aboard. Get them on the boat a few days before a scheduled mission and familiarize them with your equipment. The results will be a more confident crew and a safer evolution.
- Frequently overlooked is the crew travel to the marina and walking to the boats. Many marinas have poor parking lots and docks that have sharp inclines or declines. For your crews safety they must be aware of the obstacles in front of them even before boarding the OPFAC.

All of us in the Auxiliary and in Operations are instructed to 'look out for each other'. The work we do demands it. BRAVO ZULU to all of you for your great work in the cornerstones; your efforts help maintain the status of SEMPER PARATUS.

- COMO Robert Laurer
DSO-OP



US Postal Service Honors Coast Guard 225th Birthday



WASHINGTON, DC - On August 4, 2015, the U.S. Postal Service issued a special edition stamp commemorating the U.S. Coast Guard's 225th birthday. Inspired by an oil painting by renowned aviation artist William S. Phillips, the stamp was dedicated at a ceremony aboard the Coast Guard Cutter Eagle, which is depicted on the stamp, along with a Dolphin rescue helicopter. The cutter Eagle is a three-masted sailing ship known as "America's Tall Ship," and the MH-65 Dolphin helicopter is the standard rescue aircraft of the Coast Guard.

Jack Reed, U.S. Senator from Rhode Island, noted at the ceremony that the stamp is a "fitting tribute to the men and women of the Coast Guard, and their role in protecting the nation."

The limited edition 'forever' stamp is available at Post Offices nationwide until the total production run of 15 million stamps is sold out.

Ninth Coast Guard District has Change of Command



Rear Admiral Fred Midgette (left) accepts new orders from Vice Admiral William Lee (center) as Rear Admiral June Ryan awaits receiving her new assignment. Photo by Mark Galan, Flotilla 61, Akron, OH

CLEVELAND, OHIO - The Ninth District Coast Guard held a change-of-command ceremony in downtown Cleveland at the Key Center Marriott on June 3, 2015.

The transfer of command ceremony of Rear Admiral Fred Midgette, USCG, to Rear Admiral June Ryan, USCG, was presided by Coast Guard Atlantic Commander, Vice Admiral William Lee, USCG, with Captain John Little, USCG, as Master of Ceremonies. RDML Ryan joins the Ninth Coast Guard District after serving as military advisor to the secretary of Homeland Security. RADM Midgette will report to Coast Guard Headquarters in Washington D.C. as a special assistant to the Vice Admiral.

RDML Ryan will now be responsible for the 6,700 miles of Great Lakes shoreline and over 6,000 active-duty, reservists, civilian employees, and auxiliary.

Did You Know?

Historically speaking...

In August 1923, George S. Patton, on a three month Army leave in Salem, MA, saved several children from drowning when they fell off a small sailboat during a boating trip. In 1926, then Major Patton was awarded the Silver Life-saving Medal by the US Treasury Department.



George S. Patton, US National Army, Temporary Colonel, 1919 Wikipedia photo

"...while sailing with his wife over Salem Harbor, a squall blew up. Unable to weather around and go home, they continued across they harbor, where they heard cries of distress behind them. Unable to go about, he maneuvered the boat to drift towards three boys, who were clinging to a capsized dory which had demasted, making the approach very awkward. One boy called out that his companions could not swim. Maj. Patton reached an oar to them, lifting them one by one over the stern of his own boat, to avoid capsizing. His boat, now loaded and practically with no freeboard, managed to land and drop the three boys on a pier, 1-1/2 miles distant..."

US National Archives

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Zipper Portfolio
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9 1/2 W x 13 1/2 L x 3/4 D
81430 \$ 16.10



Vertical Brief Bag
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with Aux logo
11 W x 14 L x 4 D
81450 \$ 13.40



Logo Briefcase
Black nylon with
embroidered Aux
logo
81427 \$ 26.80

Lightweight Windbreaker
Blue nylon with embroidered
Aux logo M, L, XL, XXL
80183 \$ 41.55



Online ordering is currently under construction.

The District Store offers a full line of uniform items, regalia, casual Aux logo apparel and accessories. Credit cards are accepted.

To place an order, or for more details, contact Fred Hasse: frhasse@gmail.com

Your purchase from the District Store helps support YOUR district, 9ER. Buy local !!





Commander Jorge Martinez, USCG

Director of Auxiliary, USCG District Nine



Great to be Aboard!

First and foremost I wish Commander Nate Podoll all the best in his future endeavors. Nate and I sailed together aboard the Barque EAGLE when he was an Academy instructor and I was the XO aboard that beautiful ship. It was a pleasure getting to know him and I am thankful for his 22 years of service to our nation. Fair winds ship-mate!

I am also thankful for the opportunity to serve as your next Director of Auxiliary. I have had the pleasure of working with Auxiliarists in the past and have always been awed at your selfless sense of service and duty. I look forward to serving alongside you over the next several years.

I'd be remiss if I didn't mention the great team at the district that works extremely hard in supporting you. They are Paul Barlow, Mike Baron, Frank Magrans and Jorge Leal and they've had their hands full teaching me "all things Auxiliary". That being said, one of them will be leaving our Auxiliary family (but will still be working for the Coast Guard in Cleveland). Jorge Leal has accepted a position within Base Cleveland and by the time this is published will have already reported to his new job. We wish him the best as well! For those of you who know Jorge you know that he is irreplaceable in so many ways but we still plan on filling that position soonest. Once we do, we'll get word out as to who that person is.

As for me, I won't bore you with my bio but I'm a career cutterman, have three children – a 15 year old son who is teaching me so much about life, a 12 year old son who soon will be doing the same, and a 6 year old daughter who's going on 30 – and two Boston Terriers; I'm also an avid sports fan.

In the spirit of keeping this short I'll leave you with one parting shot. One of the many lessons I've learned over the past 20 some-odd years is that it's always about people – those we serve with and those we simply serve. As such, I really look forward to getting out and about this vast, expansive district and meeting as many members of our Auxiliary family as I can and seeing all the great things you do in service to our great nation. Cheers!

Commander Jorge Martinez

(Continued from Page 21, DCAPT Mike Bialaszewski)

can become a richer organization by thanking them for their service and asking them to tell their story. I would call that automatic mentorship, and we need more of that.

I also think we need to do a better job of talking to those 'gold-siders' who are ready to retire. If you see Chief Mossgrauher, Commander Willis, Commander Podoll, Captain Wischmann, and Admiral Parks, ask them. If I came right up to them when I found out they were retiring, and asked them to consider joining the Auxiliary - talk about stacking the deck of success for the Auxiliary. These would be great people to have in our ranks!

Well that's it for now. Identify the veterans in your flotilla, division and district, thank them for their service, thank them for continuing to serve and ask them to tell their story. If you see an active duty ready to retire, tell them how much we need them. For the retiring people I mentioned above, it worked in one case, and someone had beaten me to another!

Honor Respect and Devotion to Duty



William Cummings

District Captain - Prevention



The other day I was looking at the 2014 Executive Summary from the USCG recreational Boating Statistics, and would like to pass on a few of the findings.

"In 2014, the Coast Guard counted 4,064 accidents that involved 610 deaths, 2,678 injuries and approximately \$39 million dollars of damage to property as a result of recreational boating accidents."



When the cause of death was known, 78% was the result of drowning. Of this number 84% were not wearing life jackets.

"Where instruction was known, 23% of deaths occurred on boats where the operator had received boating safety instruction. Only 12% of deaths occurred on vessels where the operator had received a nationally-approved boating safety certificate."

The leading factors for fatal boating accidents included; operator inattention, improper lookout, operator inexperience, excessive speed, and alcohol. Where the primary cause was known, alcohol was the leading factor in 21% of the deaths.

Although they all did not occur in the Northeast, I think it shows how important educating the boating public is. Your prevention team has been busy this year helping to promote boater safety and prevent boating accidents. Our District has done numerous boating safety classes, PA events and 1,885 vessel safety checks this year. We may never know how many lives may have been saved or accidents prevented through our work in educating the public on safe boating, but just one life is saved or one accident prevented is a job well done.



Michael Bialaszewski

District Captain - Logistics



I had a rare and bad case of 'writers block' in doing my article for this issue of the Eastwind. You can ask our very successful Eastwind editor Mark Thomas, that I usually have articles waiting in the wing, not so this time.

Well, I thought about saying I was the luckiest Captain of any District with the great, able bodied staff that makes up team Logistics, and I would be right. But I thought more globally about the care respect and development of the auxiliary. Recently, like many of us, we were invited to participate in the USCG's 'think tank' called ECIP Connect Ideascale. This is a group of interested Team Coast Guard members that offer ideas for consideration. Once viewed by other active duty, reservist, auxilliary, and civilians, you can vote, or promote these ideas.

I wrote a suggestion that we overall, and the auxiliary specifically, could do a better job in recognizing those members who served previously in the military. When I was a DCDR, my VCDR was a WWII Veteran, and my Station Liaison was a 20 year career Coastie. What an honor it was for me to serve with them and I tried to recognize their service and the fact that they were still serving their country. I think we need to do more of that. I think we

(Continued Page 20)



Joseph Sopko
District Captain - Response



Boating here in the Station Cleveland Harbor AOR is pretty easy, maybe too easy. We have deep water everywhere, no shoals or sandbars, a wonderful break wall that is about 130 city blocks long and a clearly marked river entrance with no detached walls. Most recreational boaters navigate by sailors eye and only have to worry about the Edgewater cut which is a narrow secondary entrance through the break wall which ends facing a preferred channel marker, close rocks and confusing (to many) channel markers. Local guide books suggest not to use that entrance in reduced visibility unless you have local knowledge.

I explained all of this so that you can understand how one of my licensed captain friends felt as he watched the skipper of a 42-foot yacht navigate this passage while staring continuously at his chart plotter and never actually looking out the windows at the ATONS which were a mere 20 to 30 feet away from his fiberglass. He later explained that he didn't exactly understand what they meant especially the one with the horizontal red/green stripes. In other words the boat was only the hardware that the NAV APP was running.

One more story. At my local marine dealer while updating my back-up chart plotter the salesman asked me why I didn't just connect it to my autopilot so it could drive my boat. It's convenient, he said, because if the boat was blown off course it would keep heading the boat to my chosen waypoint. Of course, we know that the new course line could now be heading the boat over shoals or even through an island. He confided that people couldn't understand set and drift, and this was what boat owners wanted anyway. And when someone points with their finger on the touch screen of their chart plotter do they even know what they are touching? Where did they learn what those curious little symbols on the screen mean? Probably not from their on-line mandated boating courses in New York or Ohio. There isn't even enough time to cover navigation and other vital topics in a seven hour course. And for us instructors that course is probably the only shot we're going to get.

So, while the media is excited about the prospect of 'driverless' cars, we already have 'driverless' boats.

Sadly, few people have the patience or interest in taking more advance courses that could ground them in not just navigation, but topics like radio use, weather, boat handling, marlinspike, nav rules and so much more. In fact, I did a VSC on a 45-foot boat that had no magnetic compass. The owner told me it was an option and the GPS did that anyway.



We, as Auxiliary crew and coxswains, are the 'professional' boaters. We have all had hands-on training in virtually all aspects of safe small boat operations. We are embedded in the marinas and yacht clubs where the active duty generally are not. We have many impromptu teaching opportunities not just to encourage people to take our higher level courses but to teach lessons on the spot. Please look for these opportunities. We can teach outside of formal courses. Show people what equipment we have on our boats and what it's used for. And don't forget that we lead by example by being America's safest boaters. We might even find a new potential member.

Be safe out there.



District Chief of Staff

Robert Scofield

Summer has wound down and the boats will soon be going back into storage. As we go back into our slower pace lives, this is a good time to get some things done that we put off during the faster pace of summer.

We must constantly look to find our own replacements in the leadership roles we hold. We have had a Flotilla Leadership course and the AUXLAMs 'A' and 'B' courses at D-Train. But now, I would encourage the Flotilla Commanders to use Admiral Papp's leadership videos at this time of year to stimulate even more interest in our auxiliaries for leadership roles. Those videos can be found at the following link: go to the Auxiliary National web page at www.cgaux.org, then click on 'Directorates' at the top, that will drop down a screen, click on 'Training' - on the next screen it will say 'BQ Course and PQS' on the left side - click on that - on the next screen scroll down to 'Links', there you will find all the information on the BQ Orientation course, which has been recently updated, and the Admiral Papp series of videos. They are only a few minutes long and can get a discussion going about leadership.

This is also a good time to follow up with your Strategy for Success connection with your local Coast Guard unit. Arrange for a meeting and discuss how things went during the soft water season and what you could do to better support them next season.

Three areas that we as Commanders need to address, and this is a good time to do so: First, only 250 to 270 of our 850 members have completed many of the mandatory courses. The deadline for our more senior members is December 31, 2016, but our new members must complete them in the first year. There are four different ways to complete these courses and we should encourage our members to get them done.

Second, when you as Commanders sign off on STTR's (Short Term Resident Training Request) you should go to the 'C' school website and make sure your candidate meets the prerequisites for that course. The reviewers will do that so it behooves us to do it first so that it does not automatically stop the referral.

Lastly, we need to continually be vigilant for the improper wearing of uniforms. The uniforms we wear are the Gold Side uniforms. Cadets are taught from boot camp, the proper wearing, care, and pride for that uniform. We are given the privilege of wearing those same uniforms and should have the same pride in it that they do. There is an excellent power point that you could show at a Flotilla meeting that speaks to the proper uniform code. You can find it at the National website, click on 'Directorates', click on 'Human Resources', click on 'Uniforms', scroll down to the very bottom and click on 'Uniform Presentation'. Have a safe and enjoyable fall and winter, Semper Paratus.



Robert Scofield

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

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Photo by Mark Galan, Flotilla 61, Akron, OH