

# PROUD WORDS TO LIVE BY FOR ALL THE UNITED STATES COAST GUARD AND AUXILIARY



*I am a Coast Guardsman.  
I serve the people of the United States.  
I will protect them.  
I will defend them.  
I will save them.  
I am their shield.  
For them I am Semper Paratus.  
I live the Coast Guard core values.  
I am proud to be a Coast Guardsman.  
We are the United States Coast Guard.*

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## MEETING AT DAWN

by James Consor  
(ID# 200910)

The Coast Guard Cutter Drummond, homeported in Key West, meets the Diligence at sunrise to transfer interdicted migrants on the cutter Diligence to a harbor in Cuba. In its effort to increase U.S. security, the Coast Guard constantly monitors maritime transit zones, interdicting undocumented migrants, rescuing people from sinking or unsafe vessels and providing humanitarian assistance.



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**Bob Smekta**  
**District**  
**Commodore**

December concludes 2011 and promises a new year; it is a month of reflection and possibilities. The year encompassed many and varied events which included substantial challenges, a few disappointments and several highlights for the Auxiliary. A brief overview of 2011 would include the following activity.

Auxiliary members from several divisions assisted active duty Coast Guard in connection with flooding incidents that started in the spring and, in some cases, did not abate until fall; efforts to repair the resulting damage continues.

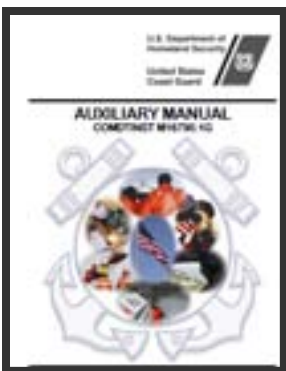


Many members of our district spent a lot of time training and preparing for DSAR 2011. Unfortunately, the event in Kimberling City, Mo. was cancelled due to high water conditions and the possibility of e-coli contamination. The good news is we will be holding a DSAR 2012; so all that training and preparation can still be put to use in this year's competition.

Significant changes in Auxiliary uniforms were mandated and, though the change requirements will not become effective until 31 Dec 2012, we should become familiar with the new requirements, preparing ourselves for implementation prior to the deadline.

CWO3 Douglas Leavell completed his service as OTO and transferred to Alameda Calif. where he is the boat manager for PACAREA. Auxiliary members who worked with Mr Leavell will, no doubt miss him, but we all look forward to working with the new OTO, Eric Kvistad.

POMS was shut down due to possible attack by hackers, causing SO-OPs extra time and effort in the management of their operations programs. The issues that continue to haunt POMS were presented to several admirals who attended NACON; they each stated that they would look into the situation.



The new Auxiliary manual was released by the Chief Director's office. There are a significant number of changes and I would highly recommend that all Auxiliarists familiarize themselves with the multiple changes to be found in the new edition.

A federal government shutdown in April would have required cessation of all Auxiliary activity, (with the exception of urgent SAR or other safety-related missions specifically requested by cognizant Coast Guard Command), was averted, much to the relief of Auxiliary members at many levels.

While 2011 presented many changes and challenges, Auxiliary members continued to accept and build on the changes and use their considerable skills to meet the challenges.

Looking forward into the new year, we see that the spring symposium will be held in Kansas City Mo. on the 9<sup>th</sup> and 10<sup>th</sup> of March 2012 and DSAR will take place in Kimberling City Mo. on the 15<sup>th</sup> and 16<sup>th</sup> of June 2012. The former event will include, among other things, various training opportunities and the latter will provide a platform for the

Continued  
on Page 5

exercise of skills that Auxiliarists have developed in the areas of search and rescue.

Another task confronting us in the new year results from the publication of the new Auxiliary manual. Standing Rules at all unit levels will have to be reviewed and modified to mesh with changes in the manual.

Additionally, in 2012 we must continue to focus on recording our Auxiliary activity on the appropriate 7029 and 7030 forms which provide the Coast Guard with information for allocation of financial support to the Auxiliary. By ensuring that our work is recorded and submitted on the appropriate forms, we will do our part to show the Coast Guard that the Auxiliary is a valuable asset that should be supported.

As 2011 ends, I would like to offer my sincere congratulations to newly elected Auxiliary officers at all levels. I know that you will find your new positions both challenging and rewarding.

In closing, and with great appreciation, I wish to thank district staff and board members for the diligent, hard work done to advance Auxiliary ends during the past year. I also want to thank all Auxiliary members, who have striven throughout the year to do the right things right while reflecting integrity, responsibility and accountability.



## **2011 IS IN THE BOOKS WHAT NOW?**



**Richard Lawrence**  
**District**  
**Chief of Staff**

As the year 2011 closes, we can look back over the accomplishments of the members of the 8<sup>th</sup> WRR. We planned, executed and debriefed. What will we learn from our missions? There is an old truism that we learn more from our mistakes than from our successes. Can or will we learn from the past?

Our primary mission in the 8<sup>th</sup> WRR as Coast Guard Auxiliarists is to:

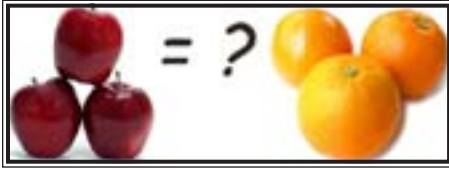
*Help to create a safe, secure and enjoyable boating experience for the recreational boating public by providing programs that aid in the minimization of personal injury and property damage.*

This mission reflects an emphasis on recreational boating safety. RBS is a broad classification and includes several programs such as public education, vessel safety checks, public affairs and marine dealer visitations. Other Auxiliary programs contribute to the public safety but these typically reflect a one-on-one interaction designed for safety on the water.

As of 18 December 2011, the data recorded in AuxInfo for these programs are:

- Form 99-RBS specific - down by 22%
- Public Education - down by 1%
- VSC-down by 13.8%
- PA-down by 4%

Perhaps additional numbers will be recorded by the end of the year; however, the data above suggests a trend that we should consider for the new year.



As we begin the new year, we should take our experiences from last year in account for planning our programs for 2011. The first part of the year allows the new leadership of each division and flotilla to consider their own results from last year, compare those results with their goals (hopefully all units took the time to adopt goals and if not, then place an emphasis on goals for 2012), and make their plans for the coming year. Each staff officer can and should have goals for next year. Without goals, you never know when you achieve what you wanted to do.

As we go into the new year, we are facing some uncertainty in the level of our funding for programs. To be proactive, we need to make sure that we are placing our priorities on our missions. When faced with reductions, many decisions are made based on the amount of efforts expended when compared to results achieved. We must make sure our report cards reflect the level of our activities. Only by our accurate and timely reporting of our activities will the Coast Guard be able to see how we are truly a force multiplier and are an important return on their investments. Remember that mission is not complete until the paperwork is done.



We are preparing for the spring 2012 meeting of the 8<sup>th</sup> WRR that will be held in Kansas City. Following the 2011 fall meeting, a survey was sent to all participants. Over 40 percent of those who attended sent their comments. The leadership of the 8<sup>th</sup> WRR reviewed those responses and steps are being taken to use the information to have better meetings. Shortly, the preliminary training schedule will be posted on the 8<sup>th</sup> WRR website. The training sessions that will be offered is based on member feedback and requests.

On behalf of the 8<sup>th</sup> WRR, I would like to thank the division chiefs and the district staff officers for their dedication and efforts in their respective programs. They are the means by which we convey information down to the members and allow those members to complete their missions. Our thanks also go to the family members of each staff officer for their support. We could not perform our missions without the collective team efforts of our members.

## Question

Who was the first Master Chief Petty Officer of the Coast Guard?

Answer on Page 17





**CDR Todd Campbell  
DIRAUX**

## **Greetings Western Rivers Region Auxiliary!**

This article is my last as your director (hey are those shouts of joy that I heard out there...ha! ha!). I'll be retiring this summer after 31 years of service and I can hardly believe that it has been nearly five years since I signed on as your director after cancelling my last retirement decision following my short term as the Eighth Coastal Region Auxiliary Director post-Hurricane Katrina in New Orleans. As of this penning, I have no information to share about who my replacement will be since that news isn't usually available until the last week of January...so stay tuned to the website for an announcement. CWO2 Kvistad (pronounced Kwees-tad) will be taking over as acting director while still wearing his OTO hat starting on 2 April 2012 and will run DIRAUX until my replacement shows up this summer.



In the last five years as Director, I've had the distinct privilege of meeting dozens and dozens of dedicated Auxiliary leaders who selflessly give of their time to lead this vast Auxiliary region. I wanted to take a few moments to thank each and every Auxiliarist who took the personal initiative to step up and run for elected office. Without our willing and able leaders that step up to take the reins of their respective unit, our Auxiliary region's effectiveness would be greatly diminished. So I encourage any Auxiliary member who desires to become a leader in the future to complete the required training and qualifications necessary to hold office and then put your name in the hat during the next election cycle. Be part of the solution!

As you might remember, this past year's first ever all District Eight DSAR scheduled for Kimberling City, Missouri on 4-5 June 2011 was cancelled due to the high water conditions. Well thanks to District Eight and especially CAPT David Rokes (who, oh by the way was selected to be our next Chief Director of Auxiliary – congrats to him!), we are getting the opportunity to host DSAR 2012 that will be in Kimberling City, Missouri on 16-19 June 2012. Like last year, this DSAR will include three teams each from both Eighth Coastal and Eastern as well our three teams from the Eighth Western Rivers Region. Although I won't be able to attend this year's competition, I'll certainly be rooting for our teams to win again!

In my final closing, let me say that the Eighth Western Rivers Region has a proud tradition of supporting the Coast Guard and I sincerely thank each one of you for your dedication to the boating public – keep up the great work. Continue supporting your district leadership and be patient with CWO2 Kvistad during this time of transition at DIRAUX. I would really drop the ball if I didn't recognize my outstanding office staff that does a phenomenal job keeping the entire Auxiliary program on track. So I would like to extend my sincere thanks to both Laura Simpson and Rhonda Dupras for their dedication and devotion to each Auxiliary member – you are the very best! I also thank CWO2 Eric Kvistad for hitting the ground running and working hard enhancing the operational program in Western Rivers. Please continue keeping the watch words of Commodore Smekta "DO THE RIGHT THINGS RIGHT." I will certainly miss being your director and ask that you support the next director like you supported me. Thank you for being our Guardians of the Heartland!

# CAPTAINS' REPORTS

## FROM THE NORTH



**Katie Bernstein**  
**DCAPT-N**

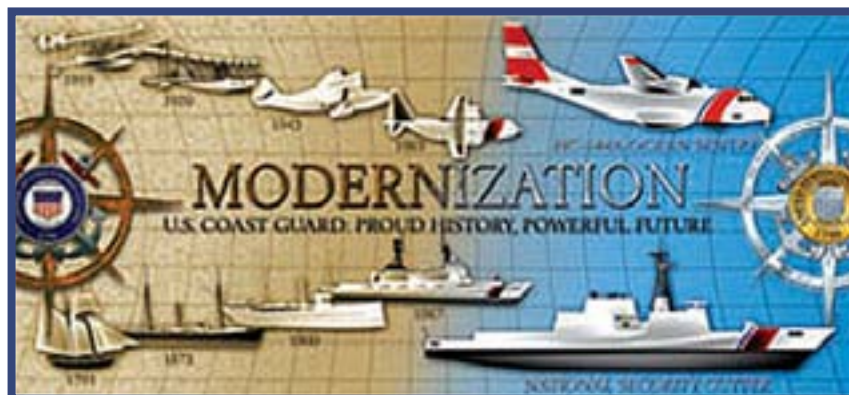
"Holiday gift suggestions: To an enemy, forgiveness. To an opponent, tolerance. To a friend, service. To all, charity. To every child, a good example. To yourself, respect." By Oren Arnold. Although the holiday season maybe over let us not forget the spirit that the season gives to each of us. The quote above is my gift to every Auxiliarist. For those who have said cross words or have had cross words said to them, forgive them and yourself. For unkind acts, forgive them and yourself. When you have meet opposition listen, be tolerant and you may learn something or at least you will have given the kindness of having your opponent be heard. We are friends in the Auxiliary and should continue to serve each other as well as the U.S. Coast Guard and the public.

While we are serving others, don't forget the cornerstone of friendship with each other. In giving of our time and service to other, we are giving charity to many. Through our service, we educate and protect others. Let us continue to do so in 2012. Most of all we should continue to set a good example to seasoned members as well as the new members. Only through our example will others learn of the good in the Auxiliary and want to continue as members and encourage new members to become an active part in the organization. By doing so, respect comes without our even being aware that it has happened.



Divisions 2, 9 and 11 have their boats under wrap and are preparing for the next boating season. Change of Watch celebrations are in the planning with new leadership for all three divisions. Training and public education sessions will begin in January for a busy 2012 boating season. These divisions may even have new teams practicing and requesting to go to DSAR in the coming year. With all this going on, please do not forget that no season is complete without the paperwork being done . Between financial reports, staff reports, monthly reports and activity reports, our time and efforts should never go unreported. May we all stay warm in our winter coats, hats and mittens and enjoy the winter season for spring is just around the corner.

"Kindness is the language which the deaf can hear and the blind can see." By Mark Twain





**David Starr**  
**DCAPT-S**

What a privilege I have had working with the leadership and members of Divisions 5, 15 and 16 during 2011. It turned out to be a "record" year more ways than one. By "record" I mean record cold, record heat, record flooding and record response from our dedicated membership. Members of Divisions 5, 15, and 16 answered the call to whatever challenges were thrown in their path.

Even though some of the information below was presented at our Fall Business Symposium, I think it bears repeating again in my end of year report.

- Their members taught PE classes, conducted vessel safety checks, staffed boat shows and public affairs exhibits, conducted member training, taught water safety classes to elementary school students, started division newsletters, participated as flight crew in flooding response for the district, conducted Coastie visits, prepared for the best DSAR event ever but was cancelled due to high water and staffed a county emergency management center after deadly tornado events.
- Hosted an interactive safe boating activity aimed at kids which highlighted first aid, life jacket wear, marlinspike, carbon monoxide dangers and Reach/Throw/Go teaching kids safe ways to help someone in the water without endangering themselves.
- Contributed division funds to provide "loaner" life jackets for park rangers to hand out or be placed in kiosks near swimming areas. Introduced two Coast Guard Academy students and their families at a minor league baseball game, developed a MOU and attended city council meetings where they received mayoral proclamations for National Safe Boating Week.
- And as they again got on the water, numerous SARs and assists were recorded.
- Accompanied and escorted a "publicity/promotional" flotilla of numerous large yachts on the McClellan-Kerr Navigation System celebrating the 40<sup>th</sup> anniversary of this waterway.



- Delivered a holiday ham to the crew of the USCGC Muskingum based in Sallisaw, Oklahoma.
- And in all of this activity, some found a way to practice or, in some cases, rekindle the 4<sup>th</sup> Cornerstone of Fellowship into their busy schedules.

Even though surface assets are being secured for the winter, our flight crews are busy continuing to provide over flights and patrols over the waterways in our district.

Our division's leadership is hard at work preparing for the coming Change of Watch season. Division 5 has a proven leadership team returning. Division 15, while having a new vice division commander, has a returning division commander to keep a steady hand on the tiller. Lastly, Division 16 has both a new division commander and vice commander. Lots of energy here at the helm and a fresh start for 2012.

Division 5, 15, and 16 leadership and staff are busy planning for 2012. Those plans include recruiting and training of new members as well as polishing the skills and knowledge of existing members. While our members hope for a respite from the challenges of 2011, rest assured they will be prepared for whatever 2012 brings their way.

Thanks again to the leadership and members of Divisions 5, 15, and 16 for answering the call in a safe professional manner, and in "Doing the Right Things Right".



**Brenda McCallister**  
**DCAPT-E**

Division 3 planned and executed a wonderful OPEX in October. It was one of the best events I have attended with several scenarios played out along the banks of the Mississippi River. It began with a great breakfast and then members were assigned to several boats, taking part in search and rescue games with AUXAIR observing and reporting back to AUXCOM.

Lunch was served and then the games continued. I can say that everyone seemed to have a great time with our new OTO who got an up close look at an Asian carp which just happened to join us in our boat. Thankfully the carp missed colliding with the crew. They are working on their 2012 plans with Jim Berg as DCDR and a new meeting place at Missouri Baptist Hospital.

Their former meeting place was destroyed by the tornado last spring. The division will hold its Change of Watch January 21 in St. Louis. Plans are under way for classes, personal appearances and another OPEX.

Division 8 had a great summer with an OPEX in June on the Illinois River. Many members participated and some were re-qualified for crew and coxswain. Everyone had a great time and a picnic was held at the Grimm home afterward for fellowship. The food was great and the company was wonderful. Later in the summer, they participated in an exercise with the Coast Guard including a helicopter exercise on the river. Plans are being made for 2012 with operations, personal appearances and other events.

Division 30 did a lot of patrolling this summer on Smithville Lake as the Missouri River was too high most of the summer for them to get on it. They had some members who made crew and some who were requalified for coxswain.



The Lake of the Ozarks flotilla participated in several events this summer and hosted members from Division 5 during the Shoot Out Boat Races. They also hosted members from Division 9, Division 1, Division 15, Division 5 and Division 33 for the 2 Dam Paddle Race. They truly showed fellowship and hospitality for inter-division activities.

Division 30 also hosted a successful District Fall Symposium with Divisions 31, 1 and 9 giving them moral support as well as physical help. This truly was a show of divisions within the district helping each other.

Last of all, I want to say that it has been a privilege these last two years to represent these three wonderful divisions. I have visited a lot of friends enjoying each division's hospitality and participating in their events. It has been a great experience with everyone having been very warm and welcoming.

I will miss visiting and helping them with their problems. I hope we will stay in touch. I have mixed emotions as I close out my term. I also want to say, as I hand over the district captain's office to Frank Amato, that I have every confidence that he will carry on the job with as much pride and enthusiasm as I did. Frank will take good care of them. I truly enjoyed my time with each division. I can say with every ounce of pride "You Are All The Best".



**Gail Redin**  
**DCAPT-W**

I wish to convey my thanks and appreciation for all the hours of service you've given over the year. I know it hasn't been easy and at times frustrating. Throughout the year you have held the Auxiliary's best interest at the top of your list (and for the most part) with a smile on your face.

Thanks to all, for your patience and assistance. It's been a learning experience for me once again.

If you are stepping down from a position or taking a new one, let's remember WE (as a team) are all vital members of this organization. We do make a difference!!

As the new year is almost here, let's start it with new energy, a smile on our face and desire in our hearts to be all we can be.

My wish for all, is for a very Happy, Healthy and Wonderful New Year!!!

STAY SAFE!!

### **GUARDIAN ETHOS TO BECOME THE COAST GUARD ETHOS**

Effective December 1, 2011

The Coast Guard Ethos will replace the Guardian Ethos effective December 1, 2011, at Training Center Cape May, USCGA and OCS. Coast Guard Recruiting Command will transition from existing materials as they are expended to the new Coast Guard Ethos. All Coast Guard units and offices shall discontinue use of displays and materials featuring the Guardian Ethos by July 1, 2012.

A digital version of a Coast Guard Ethos poster for local printing is available at <http://www.uscg.mil/top/about>

The new wording of the Coast Guard Ethos is found on the front cover of this issue.

# CHIEFS' REPORTS



**Jack Gumb**  
**Chief of Response**

As we look at the past months of 2011, we had a number of challenges in the response arena. We had flooding to deal with right away which our communications staff jumped right in and did what they do best. We had a number of rivers and lakes that had flooded and was unusable which made getting our re-qualifications and hours difficult to obtain. On top of the flooding, we had green/blue algae that made it a health hazard to even be near the water. Our planned DSAR 2011 was canceled due to high water and health hazards.

Our goals for 2012 are to assist with the Red River floods, if we have flooding like we have in the past and to assist by using our airboat qualified crew if that works out for everyone including our boat owner. Our goal is to also have a DSAR 2012 in Kimberling City, Missouri on Table Rock Lake on June 14-17. This will be an all 8<sup>th</sup> District event with teams from 8ER, 8CR and 8WR. Notice has gone out to the districts regarding the event. We have funding for three teams from each district. 8WR operations staff, I hope you are up for the challenge.

Another of our goals for 2012 is for operations staff to get their qualifications done early in the year to prevent last minute issues.

We hope to have more members get involved in communications and get their TCO qualification. There are lots of things happening in our communications arena so if you have an interest, there is a place for you.

We are always in need of more boats for surface operations. If you own a boat and would like to get involved, talk to your FSO-OP and FSO-MT for starters. If you have an interest in getting involved in the AuxAir Program, get in touch with our DSO-AV.

Thanks to the members who made 2011 a great success in the response arena.



**Steve Bernstein**  
**Chief QE**

The year is fast closing; actually as you are reading this the year has passed. Our team of qualifying examiners are spending quality time with their families and are preparing for next year.

As I prepare to take the helm for my first year, I am reminded of a quote from Maya Angelou "I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel". This will be one of our topics at the upcoming QE conference, making people comfortable while bringing out the best in them.

This past boating season our QEs were able to conduct exercises with about one-third of our members. Our OTO has been very active memorizing the Auxman with the goal of bringing us closer to compliance. One of the first things he did was to institute the Auxiliary Boat Crew Advisory Board (BCAB for short). This committee is comprised of the

CQE, OTO, DSO-OP, DSO-MT and our Commodore. The committee has met twice (once by phone conference) and looks to be very beneficial to you, our members. The changes you see being made will directly affect our day-to-day operations.

The most prominent change for our QEs will be the way our members make contact when ready for a check ride. In the past, you the member, or your flotilla commander, contacted your local QE directly. This will change to the following: member will contact either their FC or FSO-MT who will then contact the Area QE Coordinator (AQEC) for assignment of a QE. We will no longer contact the QEs directly. Our QEs are a district resource and not divisional. By using our AQEC's, it will help us to best utilize our QEs and bring us in line with chapter 6 of the manual. The FCs, FSO-MT and FSO-OP will be responsible for seeing that all book criteria has been met, proper orders for two current offer-for-use vessels are ready along with appropriate crew. Once the AQEC has selected the QE of choice, the FC will coordinate the meeting directly with that QE. Every effort will be made to keep costs and travel down but there may be times when a QE needs to be brought in from the neighboring area. All QE assignments will be done by the AQEC or CQE in their absence.



For our vessel examiners, I am asking you to make sure when completing an offer-for-use that you ensure all required equipment is onboard when you authorize the paperwork. Our QEs will be doing a spot check of items on both vessels prior to getting underway. Coxswains/boat owners -- the checkride will not be able to get underway if required items are not available when requested. Proper uniforms for all boat crew members, boat signage and minimum PPE will also be required.

Now I know many of you are rolling your eyes and some of you may even be a little disgruntled, allow me to expand the reasoning behind these changes. Aside from it being required by Chapter 6 of the Auxman, there has been some concern from our sectors. The main concern is they "do not always know what they will be getting from the Auxiliary when called upon". By this I mean we have had Auxiliarists go out on patrol without being in uniform, without proper orders, little or no PPE, required boat items not on board etc. The OTO has charged the QE's to help assist both operations and vessel examiners in bringing District 8 Western Rivers to the point where sector will not hesitate to call upon us in the future. I will be reporting more on this at our upcoming spring meeting in Kansas City.

I would like to take this opportunity to thank all our QEs, FCs, FSOs for a job well done and I look forward to the future. In closing I would like to quote Arnold Bennett, "Any change, even a change for the better, is always accompanied by drawbacks and discomforts". Please bear with us as we work to bring you a better QE program and Auxiliary.

Until we meet again in a side by side tow.



# DSOS' REPORTS



**David Starr**  
**DSO-AV**

Your 8th Western Rivers Region Auxiliary Aviation has been very active this past year. We are looking forward to a busy winter as surface vessels are winterized and surface operations wind down.

My thanks to Air Station New Orleans and our flight crews for their commitment to provide a safe, productive aviation program.

2011 Highlights were presented at the Fall Business Symposium, but I think bear repeating:

- Major flooding in our district's AOR required a prolonged response. Rivers affected included the Mississippi, Missouri, Illinois, Ohio (portion), Arkansas, Red River-South, Quachita and Yazoo Rivers.
- Change of commands for both Sectors Upper and Lower Mississippi River, with familiarization flights provided for UMR and in-briefings to new sector commanders.
- Aviation/Sector Command Center mapping completed for the Red River of the North, Missouri, Illinois, Ohio (portion), Yazoo and Atchafalaya Rivers. We expect hard copy booklets for our aircraft, the command centers and others to be available after the new fiscal year starts.
- Growth of our air program with the addition of a new first pilot and (expected) addition of three additional aircraft and flight crew in Tulsa, Okla; St Louis, Mo.; LaCrosse, Wis; and Memphis, Tenn.
- New GPS enabled camera kits will be coming online.
- Ramping up our aviation safety program by instating the FAA Wings Safety program with an Auxiliary slant.
- ARRK (Automated Route Reconnaissance Kit) US Army Corps of Engineers (USACE), our sectors, Air Station New Orleans, DIRAUX, and AuxAir are looking into using AuxAir as a platform to gather data that can be used in contingency planning and disaster response; natural or otherwise.



8 WRR AuxAir is always working to be the "must have asset" for our sectors.



## QUESTION

What was the smallest Coast Guard boat to transit on its own from the East Coast through the Panama Canal to its new homeport on the West Coast at the mouth of the Columbia River?

Answer on Page 40



**Ed Menard**  
**DSO-CM**

Congratulations to 8WR communicators on a memorable 2011. Based on our past experiences, 2012 promises to be even better in the continued development of an interlocking HF communications system throughout our region. Some of your major accomplishments during the past year include:

1. In February, Division 33 hosted a Flood Operations Group Exercise (FROGEX) at Camp Dodge Iowa, involving Sector Upper and members from several divisions. This exercise was very important in our preparation for flooding operations just a month later.



2. We deployed a team of ten communicators led by Chuck Woodward to support Coast Guard aviation missions during the Red River flooding in North Dakota in March. Members of three divisions participated.

3. We deployed a communicator on the first Auxiliary international communications mission in history to the island of Antigua Barbuda in the Western Antilles. The mission was part of a U.S. Southern Command major exercise in the Caribbean.

<http://www.str-angecosmos.com/content/item/175479.html>



4. We revised the DSAR communications events to reflect real world challenges experienced during the BRANSON BELLE incident in 2010. Although DSAR did not occur for various reasons in 2011, we look forward to the event this coming year.

<http://bransoninfo.org/the-branson-belle-has-run-aground/>

5. Thanks largely to the efforts of Ralph Tomlinson and his use of WebEx, several hundred more Auxiliarists completed AUXCOM qualifications nationwide. Several divisions also conducted classes contributing to the effort.

6. We more than doubled the number of Telecommunications Operators (TCOs) and Coast Guard Communications Watchstanders in 8WR this year.

7. One of our ADSOs, Tom Brown, was selected to be the national staff HF manager based on his service with us over the past several years. In his new position, Tom will help link regional and district nets across the nation. The national staff with the assistance of many districts has made significant progress in establishing a functioning system of nets from Alaska to the East Coast, mostly within the past year.

8. We have utilized WebEx and the Auxiliary Incident Management System (AIMS) as a way to keep the region tied together from the district to division communications staff levels.

Now you may be wondering, what is the way ahead? Your district staff is working on a grant proposal involving the purchase of small communications trailers for emergency deployments. We are also working with the national staff in an effort to identify VHF repeater needs across our geographical area. The emphasis during the coming year will be on training and preparation for emergencies. At this time, flooding prospects

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do not seem as serious as in the past several years but precipitation levels over the next few months may require our response again.

We will be holding a communications workshop at the spring meeting in Kansas City. Any Auxiliarist is more than welcome to suggest topics he or she might like to see covered. Presenters are also welcome.



### FROM A "DIVERSE" POINT OF VIEW



**Bill Key  
DSO-DV**

*"Diversity" can be defined as any collective mixture of differences and similarities. "Inclusion" is how those differences and similarities are respected.*

During 2012, I ask that all units-flotillas, officers and members look for different/diverse community activities, that not only further enhance the United States Coast Guard, but also the "image" of the United States Coast Guard Auxiliary.



Coast Guard Auxiliarist, Mike Yerion "mans the Grill" at Security Forces Headquarter, Scott AFB, III. (Photo courtesy of William Key, Public Affairs Officer USCG AUX)

### "Serving Those Who Serve"

For the past two years, members of St. Charles, Missouri Flotilla 3-10 have provided a Bar-B-Q picnic to over 250 airmen, NCOs, officers and their families, prior to Security forces squadron deployments.



### WOW II & WebEx Escalating in District 8WR



**Jerry Domann  
DSO-CS**

The use of WOW II – Websites Without Webmasters, version two – has escalated since its introduction at NACON 2011 and to District 8WR at the Fall Business Symposium 2011. District 8WR's primary website along with Divisions 1, 5, 8 and 16 plus 12 flotillas have all transitioned to WOW II since the introduction. To view any of the WOW II websites bring up the District 8WR website – <http://a085.wow.uscgaux.info> – then click on the divisions & flotillas hyperlink. As you scroll down the list of divisions and flotillas look for a website address (URL) with .wow in the address (note the address of District 8WR above).

Units who originally set up a website using the original WOW program can virtually transition to WOW II at the click of a button. Simply log on at <http://wow.uscgaux.info> using the members AuxDirectory ID, password and insert the unit number. Select "Configure Site" then under WOW Utilities select "Import WOW-I Site" (clicking on this link automatically imports the old WOW-I site into the new WOW II site). After the user is satisfied

that all of the WOW-I site has imported, the user should click on the "Kill WOW-I Site" hyperlink at which time the old WOW-I is disposed of, then click on the "Enable Site" hyperlink at which time the new WOW II site becomes visible to the public. The last step to complete the transition is to change the Website Address field on the Unit Info page in the AuxDirectory for the respective unit to the new WOW II address and the transition is complete. The website address should look like the District 8WR address in the previous paragraph except it should be expanded to include the division/flotilla code. For example, <http://a0850505.wow.uscgaux.info> (representing District 8WR - Division 5 - Flotilla 5). Any unit that is not fully represented by a complete website is encouraged to activate a WOW II site. *It is online waiting for you; someone just needs to enable it.*



In the Configure Site mode under WOW Utilities, there is a feedback hyperlink (last row in the section). Though the title "Feedback" is slightly misleading, national's intent is for the e-form to be used for problem solving. By design, when the user submits the e-form addressing a problem they are encountering, the e-form goes directly to the National staff who will respond promptly with a resolution, suggestion, etc. All members are encouraged to use this e-form anytime they encounter a problem when working on a WOW II website.

WebEx has become a viable tool for many District 8WR divisions and flotillas in their effort to control expenses, enhance communications/training and meet member expectations. One of District 8WR's 2012 goals is to increase WebEx usage within the divisions and flotillas by 10 percent over year 2011. The plan is to work with one division and their respective units per quarter in 2012 providing whatever training is necessary to enlist regular usage of WebEx by the units and their members. It is an excellent means for unit leaders to communicate with their members, member training officers to provide training, staff officers to communicate and assist/train officers reporting to them, the use is unlimited. WebEx is available to all units/members of District 8WR without charge for completing their Auxiliary missions. If you would like to involve your division/flotilla in this process please send an e-mail to Jerry Domann at [jdomann@centurytel.net](mailto:jdomann@centurytel.net).

### **Answer From Page 6**

This Vietnam veteran joined the Coast Guard right after World War II. He began his military career, however, in the Navy. He served in the U.S. Navy for three years during World War II and was honorably discharged on February 21, 1946 as a Torpedoman Second Class.

He enlisted in the U.S. Coast Guard seven months later. In Vietnam, he served on the Coast Guard Cutter POINT ORIENT and later with the Staff of the Commander of Division 12. He went on to assignments at recruiting offices in Salisbury, Maryland and Columbia, S.C, as well as the Coast Guard Training Center in Groton, Connecticut. He had a total of 170 months of Coast Guard sea duty serving on Coast Guard Cutters MCCULLOCH, CHINCOTEAGUE, WHITE SUMAC, NARCISSUS and the Lightship RELIEF. He served as both executive and commanding officer while assigned to the RELIEF Lightship and buoy tenders NARCISSUS and WHITE SUMAC.

He became the first Master Chief Petty Officer of the Coast Guard on the 27th of August 1969 at the age of 45 and served in that capacity until August 1st, 1973.

MCPOCG Calhoun passed away on 24 February 2002.



**Dorene Wendland,  
DSO-FN,  
Chief of Logistics**

The start of a new year is a good time to get organized for your financial responsibilities. Your flotilla will soon be, or may already have been, billed for the annual dues for 2012. This is often a time of stress as flotilla commanders and finance officers discover names on the list for whom they are billed who have not been seen in recent memory. **IF THAT HAPPENS IN YOUR FLOTILLA, YOU WILL HAVE TO PAY FOR THOSE PEOPLE!** Your next action should be to file disenrollment or retirement paperwork. Don't wait until later. You might forget. (Send the paperwork to Marion Byerson, DSO-HR for proper processing.)

Eighth Western Rivers has a good record of financial responsibility. This year we had one problem, the cancellation of DSAR, which required refunds and was accompanied by confusion about orders for T-shirts and caps. If you are one of the people who ordered and paid for T-shirts and/or caps and did not receive them, please get word to me. While we have caps left, the only T-shirts in stock are very large so you may be in line for a refund. If you have other questions, please let me know. We will soon be starting the 2012 DSAR registration process and I'd REALLY like to have 2011 cleared up by then.

Just a reminder for new enrollments for the first quarter of 2012, January through March: the check you send to the director's office with the enrollment form should be for \$16.50 or three-fourths of the full annual dues.



Our membership data as of 01 Jan 2011 TO 30 Dec 2011:



New ENR (AP—IQ—TOT)	68-38-106
DISNR + DTHS	55
TOTAL ACTIVE MEMBERS	1,349
BQ	1,033
IQ	176
AX	140
RETIRED	430
NEW RETIRED	8
TRANSFERRED OUT	87

**Marion  
Byerson  
DSO-HR**

The work, at all levels, adds up to 2.7% disenrollment which means greater retention. 104 total disenrollments for 2011 and that is 2.7% better than 10.2% for 2010. We have 71 applicants pending which will bring our membership up to 1,480 going into 2012. This does not include the ones that are pending and being completed throughout the district in December 2011

### **YEAR-END REPORT FOR 2011**

The district is showing success in recruiting from the national inquiry list as well as other sources.

All divisions are working on 2012 recruiting needs and planning. Most of the

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divisions received a "Join Us Online" Form from the National Recruiting System "[join.cgaux.org](http://join.cgaux.org)". I have received a report from the SO-HRs who have received reports from the FSO-HRs of the contacts they have received from the individuals who submitted a membership inquiry.

Most of these individuals have filled out applications to join the Coast Guard Auxiliary. Over 50 individuals submitted a membership inquiry online during the month of December and their names were sent on to the nearest flotilla(s) for follow up and contact. I'm also pleased to see and report that recruiting is being conducted by the members themselves without the assistance of the National Inquiry.

## **RETENTION**

During the year 2011, problems have surfaced with some of the members on the issue of change due to the integration with the Coast Guard Auxiliary. These are long-time members who have difficulty accepting the new policies, i.e. sending reports to DSO-HR instead of Diraux (or following the chain of leadership) and filling in the complete information on the reports. There is some concern there will be division among the members in a flotilla resulting in some disenrollments. Questions have also arisen about retired members.

In the future, I will be addressing these concerns as well as answering questions about the new dissemination of leads from national directly to the FSO-HRs. I look forward to working much closer with the SO-HRs, FSO-HRs, and division commanders in the district.

The following list is of new members who have received a favorable suitability determination from SECCEN during the month of December 2011, I would like to welcome them to the 8WR family and say congratulations!

Richard P. Frickel 9-6  
Lucinda M. Thomovsky 5-5  
Byron K. Dozier 3-8  
Andrew J. Pepper 9-7  
Donald O. Travis 5-5  
Linda M. Aron 33-4  
Cheryl A. Nichols 15-7  
Raymond K. Lingwall 33-4  
Carol M. Lamberes 8-5

## **Scuttlebutt**

A butt was a large barrel. Scuttle meant to chop a hole in something. The scuttlebutt was a water barrel with a hole cut into it so that sailors could reach in and dip out drinking water. The scuttlebutt was the place where the ship's gossip was exchanged.



**Rudy Stanek,  
DSO-IS**

Missions are still being sent in for the earlier part of the year. The REYR list was sent out a few weeks ago. This was done in advance to let folks know before the year end. Since then some missions have been entered to remove folks from getting into REYR.

With POMS going down earlier, some folks didn't get their hours recorded. This will be taken under consideration and all missions will get input. Those folks that get in REYR due to that glitch will be reinstated. All SO-ISs should make sure that those hours get entered for those folks. January 10 is the download date for 2011 for district awards. Please try to get those hours in before the download. All hours and missions are taken from AUXINFO.

Hope you all had a Merry Christmas and a Happy New Year.



**Bob Burck  
DSO-LP**

## **NEW AUXMAN REQUIRES STANDING RULES CHANGES**

Many Auxiliarists expected changes when the new Auxiliary Manual, COMDTINST M16790.1G (AUXMAN), was published, and they were right. However, the breadth and scope of the changes, when all the changes were added together, underscored the movement to a more cohesive and uniform Auxiliary.

The first change that will affect every Auxiliarist is that each and every flotilla, division and district in the entire Auxiliary needs to implement new STANDING RULES. The new Auxiliary organization requires uniformity in order to more seamlessly integrate the Auxiliary into the greater Coast Guard family. To that end, the organization has put forward new STANDING RULES with a template that requires only a few options for the local unit. Additional rules, pertinent to the specific flotilla, division or district are allowed in an attached APPENDIX to the STANDING RULES.

Many of my readers will remember the difficulty of writing, passing, signing, forwarding and approving each unit's STANDING RULES and APPENDIX several years ago. I also remember the difficulties flotillas and divisions encountered in compiling and passing on the massive amount of paperwork required to enact STANDING RULES. That difficult experience of several years ago should not be repeated. To help the paperwork dilemma, ADSO-LP Al Hupp and I devised a method for flotillas and districts to pass uniform STANDING RULES without having to assemble and forward 15+ pages of paper.

The new procedure is deviously simple - All you need to do is this:

1. Go to the 8WR website <http://wow.uscgaux.info/?unit=085>
2. Go to the Member Zone and log in
3. Go to the Member Information Section
4. Enter the STANDING RULES subsection

Here you will find step-by-step instructions for adopting the standing rules.  
This is what you will see:

**Instructions** to report adoption of standardized Standing Rules:

- Flotilla
- Division

**Certification Markup for Standing Rules** - fill-in form. Members using the Adobe Acrobat Reader software should be able to print the filled in information plus save the form to their hard drive with the filled in information.

- Flotilla
- Division

**Standardized Unit Standing Rules Templates:**

- Flotilla
- Division



**INTRODUCTION:** One of the hallmarks of efficient organizations is the ability for all parts of the organization to have common, understandable functions. This same principle is important within all divisions and flotillas of the Auxiliary. Uniformity in organization allows all of us to understand how each division and flotilla operates. Just as there is a uniform structure in any Incident Command System, the Auxiliary needs a common structure so that it is prepared to respond to any request for assistance.

The Auxiliary has concluded that the basic organizational structure of divisions and flotillas should be uniform throughout the entire Auxiliary. To that end, all units of the Auxiliary will have common Standing Rules. These Standing Rules will be the same in Maine as they will be in Guam. Henceforth, the Commandant, as well as any incident commander will be confident that the basic structure of every Auxiliary unit in the United States is the same. Auxiliary members will also understand that basic structure of the organization; no matter if supervising units from other areas, being assigned to assist in another area or if the Auxiliarist moves to a new area.

**THE STANDING RULES TEMPLATE:** In 2011 the National Auxiliary approved new Standing Rules. The approved Standing Rules for divisions and flotillas are contained in a template and a division or flotilla need to make very few additions to complete their Standing Rules. The template cannot be changed, only the blank spaces can be filled.

**THE APPENDIX TO THE STANDING RULES:** While the Standing Rules provide for uniformity throughout the Auxiliary, no two units are alike in all respects. The Auxiliary understands that and has provided each division and flotilla the opportunity to expand or explain their local situation through the use of an Appendix. The Appendix is the document that will include all of the division or flotilla needs for their particular area. An example is the dues structure, which can be different based on your individual unit. Your particular dues structure would be codified in the Appendix to your Standing Rules.

While each division and flotilla is free to decide what to have in the Appendix to their Standing Rules, experience has shown that taking the time to include all of your needs the first time saves incredible amounts of time further down the road. Constantly revising an Appendix creates doubt as to the unit's organizational ability, wastes additional time debating an amendment or an addition to the Appendix and creates the further need to have each change approved at the district level and by DIRAUX.

**RECOMMENDED MATTERS TO CONSIDER INCLUDING IN YOUR APPENDIX:** While no list is exhaustive of all situations, the following matters should be discussed by your unit for consideration as to inclusion in your Appendix.

Financial accounting and authority to disburse monies and write checks  
Formation of various standing committees, how appointments are made, etc.  
Procedures for delinquencies in flotilla or member dues  
Date of month and time for meetings  
Number of members necessary to constitute a quorum

## COMPLETION OF STANDING RULES AND APPENDIX

Follow the instructions above for completing and mailing the division or flotilla Standing Rules and Appendix.

DO NOT SEND JUST THE STANDING RULES! WAIT UNTIL BOTH THE RULES AND APPENDIX ARE READY BEFORE SUBMITTING THEM TO THE LEGAL OFFICER, OTHERWISE YOUR PACKAGE WILL BE RETURNED.

Wasn't that easy?!

Commodore Smetka has asked that all flotillas and divisions complete the STANDING RULES requirement no later than February 2012.



**Bob Arisman**  
**DSO-MT**

## TIPS TO MAXIMIZE LEARNING

Regardless of whether we are doing member training or teaching a PE class, our goal as instructors is to help all of our students get the most out of a class. That means presenting course material to students in the way that they are best able to learn it. Since adults bring a wide variety of expectations, motivations and learning styles into the classroom, this can be a real challenge. Some of our students may have just purchased a first boat - anything from a john boat or PWC, to a houseboat or a yacht and may be expecting a mini captain's license course. Others may have had years of boating experience and just want a certificate for an insurance discount. Families taking the course together may only be fulfilling state requirements so a child can legally operate a PWC. How can we accommodate them all?

Due to the fact that people learn in different ways and at different rates, we also face the challenge of using a variety of instructional methods and timelines to present the material. Some people absorb information through direct experience, by doing, acting, sensing and feeling, while others take in information through analysis, observation and thinking. Some people make sense of an experience by immediately using the new information, while others make sense of an experience by reflecting on and thinking about it (source: [http://www.funderstanding.com/learning\\_styles.cfm](http://www.funderstanding.com/learning_styles.cfm), 15 January 2009.) Some students are independent learners - give them a book and/or a CD and they're fine. Others learn best with extensive classroom explanation, examples, and/or hands-on experience. Many need a combination of both. Of course, this not only depends on the individuals doing the learning but also on the material or task to be learned. Try teaching someone to tie a bowline or rig an alongside tow by lecture alone! How do we address this diversity in learning styles?



An excellent technique is to incorporate e-learning/online study into our classes.

The computer can be a fabulous teaching tool. It allows students to learn at their own pace and at times that are convenient for them. It also permits students to focus their study time on the subject matter that is the most pertinent to them and enables them to review material multiple times until they have learned it. By utilizing e-learning, many students can master the academic material so that our classroom sessions can then become oriented more toward question/answer sessions, problem solving and/or hands-on activities.



Another very useful technique is to encourage cooperative learning or study groups. Peer study groups are much less formal and can encourage the "shy" student to ask questions they might not ask in a traditional classroom setting. Even in the friendliest classroom, some students just will not ask questions and may miss out on key learning points.

Our task as instructors is to utilize as many instructional techniques as we can in order to help our students learn. We must recognize our students' varying background knowledge, readiness to learn, interests, and react responsively to maximize each student's individual success by meeting each student where he or she is and facilitating the learning process.

**Semper Erudio!**

**Semper Gumby!**

**Semper Paratus!**



**Betty Zoellner**  
**DSO-PA**

It's the holiday season, and 2011 is coming to a close! A new year is about to begin! It's time to reflect on 2011 and gather our thoughts about how we can improve on our accomplishments in Public Affairs, Public Education and MDV/PV events in 2012.

Take stock. What did you do well? What worked? What didn't? What can you do better or what needs to be done differently? Nobody plans to fail but you can't perform your best if you fail to plan!

Educating the public is a year round endeavor! We are all public affairs representatives; no matter what office or position we hold or what season it may be!

I would like to congratulate all the newly elected officers and appointed officers for the year 2012. I thank those leaving office for their support and efforts to make the Auxiliary a better family and in educating the boating populace.

Happy Holidays to all!

**Pipe Down**

Means stop talking and be quiet. The pipe down was the last signal from the Bosun's pipe each day which meant lights out and silence.

## Anchor's Acre



**Barbara Rhoades**  
**DSO-PB**

As we keep up with the latest updates on software, there comes a problem with the type of file these new software programs provide. One of my favorite ones is Word's .doc and .docx. As you write a Word document, you save it and never give a thought as to the default file format. I mean why should you? A computer is suppose to save us time and make less work and less paper, right? Well---NOT!

So here is a small tip on how to get around the .doc and .docx file problem when you get a .docx and can only open the .doc.

1. SAVE the file to your computer. (Don't forget where you saved it as that is usually my problem. It is that short term memory thing----CRS---Can't Remember Stuff!)
2. Open your Word program.
3. THROUGH the program, do a FILE, OPEN and go find the saved file. (You know, the one in Step 1 that you were supposed to remember where you saved it.)
4. When you finally find the file, click open.
5. It should "translate" the file so your version of Word can read it.
6. Once you have the file open, do a SAVE AS and then delete the "offending" file. (That was the file from Step 1 that you couldn't remember where you saved it.)

Now you should be able to open the file as you normally do, either by double clicking the file or opening it through your Word program.

Hope this small tip helps to make it easier for both a sender and receiver.



**Tracy DeLaughter**  
**DSO-PE**

Public education has had a very good year in 2011. There have been over 4815 hours invested in teaching public education this past year and with proper preparation and investment of time for the teachers to prepare for each class convening, the hours would be most likely double that number. As those hours spent in preparation are reported on the 7029 form, it is important when doing a PE course that both the 7030 and the 7029 be filled out and turned in to account for all of the hours.

How many hours does it take to have an impact on saving just one life? Does anyone know for sure? Most probably there is some sort of equation for it that could be haggled about back and forth between different groups when really the only thing that is known for sure is that if no hours are taught, no education is provided, skills and knowledge are not delivered, accidents happen and people die; bottom line.

We have some of the absolute best instructors for PE that any group would be jealous to have. Instructors, you deserve to give yourself a pat on the back for a job well done and done well.

Now that you have done your exercise, it is time to prepare for the coming year. Have you set a goal for 2012 on what you want to accomplish as far as courses, number of courses, new ways of presenting critical information, different groups to reach, age, classification of boating, skill sets or gender groups and locations that would assist with marketing your offerings? All that needs to start ASAP as next year is this year and if you have not started yet, you are behind the curve.



Winter boat shows always seem an oxymoron to me. Up in the "hard water" areas where boating is limited to a very short time frame, it seems more so than down here in the southern area of the district where our water is more mush in winter. At all winter boat shows, you are being enticed into buying something that you won't be able to use for at least eight to ten weeks at a minimum and that is if there is an early thaw. These shows are set at these times to get you "in the mood" to go fishing and/or skiing. They all say "Get ready to get out there and enjoy!" We, too, should be doing the same and prepare ourselves to meet John Q out there and give him some knowledge that might save his life one day. It might be something that to us is old hat or second-hand knowledge but to John Q is like the first printing of a dollar bill -- something to cherish. You may not know what it is that sticks to the dark recesses of the mind of that person in class that hardly says anything but is listening intently as you cover each and every chapter in detail. It is the information that you give him that allows him to save his life or that of another by reaching back to that recess in his mind and bring forth the knowledge that you gave to him that allows the situation to go from one of casualty to one of relief of being saved.

Yes, you have that ability to save a life that you may or may not know about but one saved nonetheless because of your core values and the core values of the Coast Guard of Honor, Respect and Devotion to Duty.

Forty-one HU-25A Falcon jets were acquired to replace the HU-16E Albatross in the Coast Guard aviation fleet. Known as the "Guardian", the modern technology and design enhanced its performance as the service's first multi-mission jet. It was twice as fast as previous Coast Guard fixed-wing aircraft and is able to get to the "scene" quickly to perform its role. The HU-25A "Guardian" Medium Range Surveillance Aircraft can operate from sea level to an altitude of 42,000 feet at dash speed, an important capability for the Coast Guard missions of search and rescue and law enforcement, including illegal drug interdiction, marine environmental protection and military readiness.

Currently, there are 20 operational HU-25s and 21 storage or support HU-25s. You can find the HU-25A at air station Cape Cod, Mobile, Corpus Christi, Miami and Borinquen in Puerto Rico.



# MEMBER ARTICLES

## **USCG Auxiliary Marches in Annual Veteran's Day Parade** **Story and Photos by: Ellis Warren, Public Affairs, Flotilla 1-2, Division 1, 8** **Western Rivers (8WR), Denver, Colorado**



USCG Auxiliary Marching Unit, listed from left to right: Charles Schweiger, Ellis Warren, Dave Stark, Carl Koonsman and riding in the Operational Facility is Andrew Lucas and Bob Fregosi.

On 5 Nov 2011, members of Division 1 8WR, Coast Guard Auxiliary marched in the Denver Annual Veteran's Day Parade. The Auxiliary is very active in supporting the Denver Veteran's Council by marching in their annual parade four years in a row. Their participation started out with an invitation for the active Coast Guard and the Auxiliary to form one unit and to march as a team. But, due to the limited amount of active personnel in the area, the Auxiliary volunteered to represent the active, reserve and Auxiliary forces.

The marching unit tows one operational facility, with banners. There are usually several marchers and additional riders in the facility. The marching unit, in fact, is made up of former veterans of the active Coast Guard and Army forces as well as lifelong Auxiliarists.

The throngs of people who lined the parade route always comment on the Coast Guard and they thanked us for our service. That makes one humble, especially when we are marching to honor our many veterans.

Even the police officers at every intersection approached our marchers and gave them a well deserved pat on the back. I, personally, derive immense enjoyment from watching a parade but more so if I am able to participate. Just seeing and hearing all the sounds of well wishers and the peals of laughter from children and their parents makes one want to return year after year to march.

The grand finale is after marching round and round the capitol city of Denver and we approach the VIP stand with the grand marshal and Colorado governor flanked by every service representative from across the state. As we pass, we command eyes right and render a smart salute to the governor and our nation's flag and many eyes get misty.



Auxiliarists marching in downtown Denver.

Then we are introduced by a synopsis of who we are, read by the chairman of the Denver Veteran's Council:

"The U.S. Coast Guard Auxiliary is the uniformed volunteer component of the United States Coast Guard. Created by an Act of Congress in 1939, the Auxiliary directly supports the Coast Guard in all missions, except military and law enforcement actions. The Coast Guard Auxiliary is an integral part of the Coast Guard Team and they are always SEMPER PARATUS (Always Ready)."

That description of the Coast Guard Auxiliary says it all and makes us proud to be volunteer members.

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## A BEAUTIFUL FALL BOAT RIDE

By Barbara Rhoades, DSO-PB

On one of the last beautiful fall days, with the sun warm and a slight breeze, four of us from Division 3 went out on the water to enjoy one last ride before winterizing the boat.

We started out at noon from Two Branch Marina on the Mississippi River. We stopped at Grafton Harbor for lunch. There were other boaters out and we watched the movement of people and boats as we ate. Babies, dogs and families were moving along the dock or sitting at outdoor tables generally enjoying a last sunny day.

After lunch, we began our trip back to our harbor. We turn down the Dardene Slough, running slow and noticing the changes along the river bank. There were new or repaired houses from past flooding, the trees had a last bit of color and a few other boaters passed us. We spotted two boats where people were fishing. Of course, no life jackets were worn as we all know that "people who fish are NOT boaters" and don't need their life jackets!



About two-thirds of the way down the slough, we heard a radio call about the ferry being aground. We all thought that was strange as we had never known the Golden Eagle Ferry to run aground. We just laughed it off and continued to run slow. About 10 minutes later, we heard the same call again. Since we were so close to the end of the slough where the ferry has a landing, we thought we would go look.

Coming around the curve of the slough, we saw the ferry and it looked like it was running in good form. As we came farther around the curve, we saw a pontoon houseboat on the right descending bank, UMR 229. We began to have suspicions that the radio call wasn't for a grounded ferry but rather the houseboat calling that they were aground and trying to give their location.



As we came even with the houseboat, we again heard the call and this time we responded to them. After several back and forth calls, it was determined that their radio was not getting out beyond where they were located. It was too shallow for us to get in to tow them out so we put in a call to Sector Upper asking for assistance for them.

Port St. Charles heard our call to Sector Upper and responded that they would dispatch a rescue boat. About an hour passed between our coming upon the boat and the rescue boat arriving as Port St. Charles had to put their boat in the water and gather a crew. We remained on the scene until we saw that the rescue boat had arrived and had them pulled free.



The point of all of this shows the need for good communication is very important. Had the distressed boat stated more clearly they were aground, we would have investigated when we heard the first call. Their message could have been worded more clearly and it would have made the time to get help for them shorter. This will be something our flotillas will stress more in our boating classes --- exactly how to word radio calls so the rest of the boating public will understand that help is needed.



Once we knew the houseboat had been freed, we left the scene and continued on to our harbor. The rest of the day was free of any trouble. Good friends, a safe rescue and great weather - - what a way to be on the water for the last ride.

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## Equip Yourself: Gear for Cold Weather Boating

October 13, 2011

By Penny Bailey

Washington - Cold weather boaters need protection from hypothermia, both on deck and in the event of falling overboard. Cold water shortens in-water survival time, making a quick rescue essential. Fortunately, you have options whether you hunt, fish or cruise on cold water. Choose the right gear to increase your chances of surviving a cold-weather mishap.

**1. Flotation Coats** provide warmth and double as a life jacket should the wearer fall in the water. Float coats are recommended for boaters who boat year-round in locales with moderate air temperatures and cold water. If you boat in extremely cold temperatures, a flotation coat will not protect you from hypothermia if you fall into the water.



**2. Immersion or Survival Suit** - Winter boating calls for hardy gear. Survival suits protect you from the elements and provide flotation and hypothermia protection if you enter the water. Wearing a survival suit can increase survival time in cold water.

**3. Dry Suits** can be instantly drawn tight to prevent water from entering. Appropriate thermal layers worn beneath the dry suit provide insulation and they are not buoyant. Dry suits are suitable for intentional entry into the water, but provide no passive protection if you fall in.



**5. Personal Position Locator Beacon**, otherwise known as a PLB, is a scaled down version of the Emergency Position Indicating Radio Beacon (EPIRB). When immersed in water or manually activated both, EPIRBs and PLBs transmit a signal that allows rescuers to pinpoint your location.



**6. Personal Emergency Locator Light** is an emergency light worn and activated if a person is in the water. It can attract the attention of rescuers, providing a much more visible target than your head in the water. The bright, flashing light increases the chances of being spotted by rescuers or a passing boater.

**7. Flares** - Store handheld and/or parachute flares in immersion suit pockets, secured with a lanyard. Study their instructions before you need them.



**8. Whistle** - Attracting attention will increase your chances of surviving in the water. Whistles are a cheap and simple way to make noise without exhausting yourself. Rescuers are trained to turn off the boat engines and listen for a period of time while they are on search and rescue missions or a nearby boater may hear the signal. Conventional whistles don't work if the "pea" inside is wet so choose a waterproof model.

Common sense can also increase your chances of survival in cold weather. Dress in layers to provide maximum protection and warmth. Technical fibers provide thermal protection and won't absorb water. Include a hat to protect your head from heat loss. Wear gloves.

Don't be tempted to skip proper cold weather clothing and gear. Be sure to wear a life jacket and hypothermia protection when boating in the cold.



## CHRISTMAS IN BAHRAIN

By Barbara Rhoades, VDCDR 08503

Flotilla 34 has been supporting military men and women overseas for Christmas with a bit of home in the form of "goodie boxes". This year, Division 3 along with the other flotillas in that division went together with Flotilla 34 in this Christmas project.

In doing so, it was possible to send nine boxes of items that had been requested and they were sent to Coasties to boot! The group, PATFORSWA, received the boxes and enjoyed some warm wishes from those who are stateside.

The articles on the next pages will give you more insight into what PATFORSWA is and does.

# **PAPP REVIEWS MISSION OF PATROL FORCES IN BAHRAIN**

**November 21, 2011**

U.S. Coast Guard | by CDR Glynn Smith

Coast Guard Commandant Adm. Bob Papp visited Coast Guard Patrol Forces Southwest Asia in Manama, Bahrain, this week to learn more about the unit's evolving mission in support of U.S. naval forces in the region and meet with Coast Guard personnel. This coordination is critical to the Coast Guard's continued support, as part of the combined armed forces in the area, to protect U.S. national interests.

The Coast Guard established PATFORSWA as a contingency operation in November 2002 following a U.S. Navy request for patrol boats to support Operation Iraqi Freedom. The focus then was protecting two Iraqi oil terminals responsible for 90 percent of the nation's gross national income. The Coast Guard answered by deploying 110-foot patrol boats with support personnel to conduct this mission.

"Most people typically see us day-to-day on U.S. waters saving lives, enforcing law and protecting the marine environment," said Papp. "But the Coast Guard is also at all times a military service and member of the U.S. armed forces. We have routinely fought in the Nation's wars and conflicts since our founding in 1790."

We expanded our role by deploying forces into Iraq to provide training and advisory support to Iraqi naval forces and inspection support for redeploying U.S. forces back home. In other locations, Coast Guard forces secure ports being used by U.S. ships and train other naval forces in the region to enhance their skills.

The increase in demand led to PATFORSWA becoming a fully commissioned permanent duty station in June 2004. It represents the largest allocation of Coast Guard forces outside of the United States.

In January 2009, PATFORSWA began training and administrative support for Coast Guard Visit Board Search and Seizure teams deployed with Task Force 151 on counter-piracy operations in the western Indian Ocean near Somalia. And more recently, in September 2010, PATFORSWA transitioned to Operation New Dawn with other Department of Defense forces, during which the mission changed from combat to stability operations in Iraq.

"I am very pleased to hear that our capabilities are being put to good use here," Papp said. "We are the only organization that can do what we do. I look forward to continued support to local naval operations."

Today, PATFORSWA continues to deliver the Coast Guard's unique capabilities as a member of U.S. Naval Forces Central Command in support of national objectives. It's key to success are the amazing people that volunteer each year to make the required sacrifices in leaving their loved ones and comforts behind and serving their nation far from home. Their reward is helping the Iraqi people rebuild their nation after decades of dictatorship and others in reducing the influence of terrorism.

"We have truly extraordinary people serving across the Middle East," said Papp, adding, "I am always in awe of the volunteers we get each year for this duty, and they always exceed the number of positions we have in theater."

## **FACT SHEET: U.S. COAST GUARD PATROL FORCES SOUTHWEST ASIA**

Coast Guard Patrol Forces Southwest Asia (PATFORSWA) is responsible for the operational, logistics and administrative support of approximately 300 combat-ready Coast Guard personnel serving in support of U.S. Central Command (CENTCOM) and U.S. Transportation Command (TRANSCOM) national security objectives. As Commander Task Group (CTG) 55.1, PATFORSWA is responsible to Commander, U.S. Naval Forces Central Command (NAVCENT)/Commander, Fifth Fleet (C5F) for the day-to-day operational, materiel and personnel readiness of six CG Island Class Patrol Boats, a CG shoreside maintenance detachment in Bahrain, one forward operating base in Kuwait, two CG Deployable Specialized Forces (DSF) Advanced Interdiction Teams and a Middle East Training Team. PATFORSWA is also responsible to TRANSCOM's Military Surface Deployment and Distribution Command for a Redeployment Assistance and Inspection Detachment (RAID) with teams deployed in Afghanistan and Kuwait.

The Coast Guard has had a presence in the Persian Gulf since the 2003 invasion of Iraq.

CAPT Cameron Naron is the current PATFORSWA Commodore. BMCS Rodney Storle is the current PATFORSWA CMC.

USCG Atlantic Area (LANT-39) provides PATFORSWA with comprehensive CG policy and program management support.

**Commander Task Group (CTG) 55.1 Surface Assets**---The primary mission of the CTG 55.1 surface assets is Maritime Infrastructure Protection for Iraqi oil platforms responsible for approximately 90% of Iraq's Gross National Income. CTG 55.1 forces also routinely cooperate with Iraqi and other coalition forces to promote regional security and stability in support of Operation New Dawn and other theater objectives. In addition, CTG 55.1 supports Maritime Interception/Security Operations, theater capacity building (with regional Navies and Coast Guards), annual NAVCENT surface exercises and regional theater security cooperation engagements throughout the NAVCENT Area of Responsibility.

**Middle East Training Team**---Within PATFORSWA is a Middle East Training Team (METT) whose primary mission is conducting recurrent training for PATFORSWA assets. This training includes Visit, Board, Search & Seizure Tactics; Tactical Combat Casualty Care, Boarding Officer & Boarding Team Member Recertifications and Survival Swim and Tactical Flotation Techniques. As capacity allows, the METT also conducts professional engagements throughout the CENTCOM AOR at the request of the NAVCENT Theater Security Cooperation staff.

**Advanced Interdiction Teams (AITs)**---USCG Deployable Operations Group AITs are provided to NAVCENT in accordance with the current CENTCOM Request for Forces.

An additional DSF force in theatre that is not attached to PATFORSWA is Port Security Unit 307 from Tampa, Fla. This PSU is fully embedded with the Maritime Expeditionary Security Squadron (MSRON), a component of NAVCENT's CTF 56. Their current mission is to conduct port security operations for two ports within Kuwait and another port in UAE. This is accomplished primarily by providing waterside and shoreside security for military onload/offload operations. They also perform maritime security functions for high value asset transits into and out of Kuwait and other strategic ports.

## **Redeployment Assistance Inspection Detachment (RAID) – Kuwait/Iraq/**

**Afghanistan**---RAID forces are currently deployed in Kuwait and Afghanistan in support of Operations New Dawn and Enduring Freedom. Until recently, RAID forces were also deployed to various locations within Iraq but all of those forces have now redeployed to Kuwait in conjunction with the U.S. drawdown from Iraq. RAID personnel are a mix of both active duty and reserve CG members.

On a daily basis, RAID personnel assist DoD units with the safe redeployment of hazardous materials and the stowage, segregation and placarding of cargo. RAID personnel also provide Customs support when USN Customs support is not available. RAID personnel's specialized expertise significantly improves DoD redeployment efficiency throughout the CENTCOM theater by expediting Customs pre-clearance, reducing delays at ports of departure and entry, preventing hazardous materials incidents and ensuring compliance with Federal Regulations.

## **USCG Maritime Security Advisory (MSA) Team, Baghdad [Non-PATFORSWA personnel]-**

--The MSA currently serves as the DHS Attaché within the American Embassy in Baghdad, Iraq and heads a team of other USCG officers which include the members of the former USCG Port Assessment and Coordination Element (PACE).

This team supports the Chief of Mission by providing strategic engagement and advice to U.S. and Government of Iraq (GOI) officials on broad maritime safety, security and defense issues and supports the development and sustainment of Iraqi capacity to secure, regulate and manage their maritime domain. They provide advice to senior officials within the Iraqi government with a maritime nexus. They also advise all maritime security forces to include the Iraqi River Police, the Coastal Border Guard and the Iraqi Navy, on the appropriate authorities (legislation and regulation), manning, equipping and training to build a sustainable force structure, secure their maritime sovereignty and develop a robust commercial maritime industry. The MSA Team is also building on the work of the former PACE Team to advance Iraq's implementation of, and compliance with, international maritime conventions and regulations, in particular the International Ship and Port Facility Security Code (ISPS) and advise and assist in the development of a safe and effective intermodal transportation system which is critical to the success of Iraq's maritime, industrial and economic base.

PATFORSWA maintains an extremely close partnership with the MSA Team.

### **Bits and Pieces**

#### **[Barge traffic returns to Missouri River at Nebraska City](#)**

Source: ncnewspress.com

Barge traffic resumed on the Missouri River at Nebraska City this fall after a summer of record flooding. After eight years of drought, river freight in 2008 dwindled to 175 tons, the fewest since 1949. Freightage increased by 20 percent from 2009 to 2010, however, and 2011 began with optimism.

In March the MV Mary Lynn was seen on the river and DeBruce Grain reported some activity at the river dock.

## SPRING BUSINESS MEETING 2012

Kansas City is the site of the 2012 District 8WR Spring Business Meeting. The meeting is being held at the Marriott – Kansas City Airport, the same hotel that was the site of the Fall 2011 Symposium.

A survey was sent to the participants of the Fall 2011 Symposium asking what could be done to improve the quality of the symposiums. The overwhelming response was that you wanted more training. So that will be the case for our spring meeting. The Friday Night Fun Night has been replaced with more training opportunities.

There will be two auctions at the spring meeting. We're bringing back the live auction which will be held immediately after the Chief of Staff's Luncheon on Saturday. The items to be auctioned then can be seen in the silent auction area prior to the live auction. The silent auction will have the majority of the auction items available. Stop by and use your auction tickets to win the items you're interested in. Auction tickets will be available in many of the public areas throughout the meeting. So, come join us for a great time -- enjoy the meetings, training and fellowship and by all means take a little extra time and enjoy Kansas City.

**North, south, east and west:** For those who wish to explore **north** of Kansas City, there is St. Joseph where the Pony Express began and Jesse James ended with many museums. Smithville Lake has the Litton Center Museum dedicated to Jerry Litton who was a senator from Missouri.

To the **south**, there is the Zona Rosa shopping area, Worlds of Fun, the world renowned Plaza area, Crown Center, Union Station, Nelson Atkins Museum of Art, the World War I Museum at Liberty Memorial, and Truman Library and, of course, Bass Pro.

To the **east**, we have Kearney with the Jesse James Home Museum; Liberty has the Mormon Museum and Excelsior Springs with the Watkins Woolen Mill. Clay County has a lot of parks if you wish to explore them.

To the **west** is Ft. Leavenworth with a museum commemorating the Buffalo Soldiers, a National Cemetery and Weston for shopping and there is also a winery and distillery.

### **Kansas City, Missouri Revisited - Other Sites to See and a Little History of Kansas City.**



Go to [www.visitkc.com](http://www.visitkc.com) to see all there is to do in Kansas City. Whether your tastes run towards arts and culture, entertainment and nightlife, sports and recreation or shopping, there is always something going on in and around Kansas City. Westport, the Country Club Plaza, the Power and Light District, Zona Rosa, four casinos, a number of jazz and blues clubs, are just some of the options available. If you can't find something you like, you're not looking!

Kansas City is the largest city in the state of Missouri and the anchor city of the KC metropolitan area. The city encompasses 318 square miles in parts of Jackson, Clay, Cass, and Platte Counties. As of the 2010 census, the population was 459,787 with the total for the metro area exceeding two million. The city is well known for jazz, blues and barbeque.

Kansas City is nicknamed the City of Fountains and with over 200 fountains, the city has the second most fountains in the world behind only Rome. The city has more boulevards than any city except Paris and has been referred to as “Paris of the Plains.” It is also referred to as the Heart of America since it is near both the population center of the United States and the geographic center of the 48 contiguous states.



Kansas City’s history is quite fascinating, and not surprisingly, the Missouri River played a role in its development. The Spanish taxed and licensed all traffic on the river following the Treaty of Paris (1763). The French continued their fur trade on the river under Spanish license. After the Louisiana Purchase, Lewis and Clark visited the confluence of the Kansas and Missouri rivers, noting it was a good place to build a fort.

In 1833, Westport was established along the Santa Fe Trail, three miles away from the river. In 1834, Westport Landing was established on a bend in the Missouri River to serve as a landing point for Westport. Soon after the Kansas Town Company, a group of investors began to settle the area. In 1850 the landing area was incorporated as the Town of Kansas.

By that time, the town of Kansas, Westport and nearby Independence, had become critical points in America’s westward expansion. Three major trails – the Santa Fe, California, and Oregon – all originated in Jackson County.

On February 22, 1853, the City of Kansas was created with a newly elected mayor. It had a population of 2,500.

During the Civil War, the City of Kansas and the surrounding area were the focus of intense military activity. Although the First Battle of Independence resulted in a Confederate victory, the Southerners were unable to follow up their win as the City of Kansas was occupied by Union troops and proved too heavily fortified for them to assault. The Second Battle of Independence was immediately followed by the pivotal Battle of Westport, effectively ending Confederate efforts to occupy the city.



After the Civil War, the City of Kansas grew rapidly. The selection of the city for the Hannibal & St. Joseph Railroad Bridge over the Missouri River brought about significant growth. The population exploded after 1869 when the Hannibal Bridge opened. The boom prompted a name change to Kansas City in 1889. Westport became part of Kansas City in 1897.

The relocation of Union Station in 1914 and the opening of the Liberty Memorial in 1923 gave the city two of its most identifiable landmarks. Further spurring Kansas City’s growth was the opening of the Country Club Plaza development by J.C. Nichols in 1925.



At the turn of the century, political machines gained clout in the city with one led by Tom Pendergast emerging as the dominant machine by 1925. A new city charter passed that year made it easier for the Democratic Party to gain control of the city council and appoint a corrupt city manager. Several buildings and structures

were built during this time, including City Hall and the Jackson County Courthouse. The machine fell in 1939 when Pendergast pleaded guilty to tax evasion.

The sprawling characteristics of the city and its environs mainly took shape after the race riots of the 1960s in Kansas City. The assassination of Martin Luther King Jr. was a catalyst for the 1968 Kansas City riot.

The Hyatt Regency walkway collapse was a major disaster that occurred on 17 July 1981 killing 114 people and injuring more than 200 others during a tea dance. At the time, it was the deadliest structural collapse in U.S. history.

We hope this brief history lesson prompts you to visit, as Kansas City and the surrounding area is a wonderful destination in March when Division 31 will host the Spring Business Meeting. Come early, stay late and you'll have a great time in Kansas City!!

*CREDIT: Much of the 'sites to see' and Kansas City History was provided by Division 30's publication advertising their symposium at the same location.*

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## **“Scouting” for Ways to Broaden Your Reach?, Try Training the Trainers**

Photos and story by Jill Ross, Flotilla Staff Officer, Public Affairs

DENVER (October 15, 2011) –

Partnering with the Boy Scouts of America (BSA), U.S. Coast Guard Auxiliarists from 8th Western Rivers District, Division 1, Flotilla 2 participated in a Youth Merit Badge Counselor training and certification session on Saturday, October 15, 2011. Why would Auxiliarists like Stephan Reckie, Flotilla Staff Officer Public Education, want to be merit badge counselors as well? Reckie says, “At the end of the day, it offers me new ways to share what I know about boating and water safety with the Boy Scouts, a future generation of leaders.” BSA Instructor and Dean of Merit Badge Counselors, Libby Schultz, was more than happy to attend USCG Auxiliary Division 1's Fall Meeting to help answer questions from Auxiliarists concerning merit badges, merit badge work and Council merit badge colleges scheduled for the coming year.

Each year thousands of Boy Scouts around the country attend summer camps in pursuit of water-related merit badges. Serving more than four million youth between the ages of 6 and 20, the BSA is the nation's foremost youth program of character development and values-based leadership training. These youth represent the foundation of responsible citizenry for the next generation and future boaters. The BSA has a distinct interest in the safety of the individual scout and units. The Boy Scouts want to instill “safety-mindedness” with all scouts and their leaders in whatever activity they are involved in. Likewise, the Auxiliary has the same mission to instill “safety-mindedness” to the public for boating/sailing activity.

The Auxiliary's goal is to advance its boating education to the public to reduce recreational boating fatalities. An official Memorandum of Understanding was signed in February 2009 in an agreement to encourage communication among the agencies and to share information and training.



**Schultz, BSA at Division 1 meeting.**

In a reciprocal move, Auxiliarists presented in October at the Denver Area University of Scouting to adult scout leaders and volunteers on topics of marine safety with a presentation entitled, "Keep Your Head Above Water". The idea introduced BSA adult leaders to opportunities to partner with, and potentially join, the US Coast Guard Auxiliary. Earlier this year, Flotilla 2's Auxiliarist Stephan Reckie partnered with BSA Sea Scouts Ship 876 sponsoring an exhibit on personal aquatic safety at the Denver Area Council Boy Scouts Show. "We had boys trying on float coats who have never even seen the ocean", said Ashley Ross, a 15-year-old Sea Scout. These are just a few examples of how this partnership between BSA and the USCG Auxiliary is reaching new heights in the mile high city. It is the beginning of a great partnership between the US Coast Guard Auxiliary and the Boy Scouts of America.



Auxiliarist Reckie instructing Boy Scout

### **Maine Coast Guard Cutter to deploy to Great Lakes**

News Release, Date: November 28, 2011,

Contact: First District Public Affairs, (617) 223-8515

BOSTON — A Maine-based Coast Guard cutter is scheduled to deploy to the Great Lakes Nov. 29, 2011, to assist in the service's icebreaking mission there throughout the winter months.

The crew of the Coast Guard Cutter Thunder Bay, a 140-foot icebreaking tug, will arrive in the Great Lakes region a few weeks after it departs its homeport of Rockland, Maine.

While there, the crew will assist other Coast Guard icebreakers during Operations Coal Shovel and Taconite, the largest domestic ice breaking operations in the country. The Coast Guard conducts domestic ice breaking to aid in search and rescue and other emergency operations, mitigate flooding, and to meet the reasonable demands of commerce.

Icebreaking on the Great Lakes is vital to keeping shipping lanes open. Large quantities of steel, coal, heating oil and grain ships throughout the region, and Coast Guard ice breaking services enable these shippers to transport an average of \$2 billion worth of cargo each year.

Coast Guard cutters from the northeastern U.S. have successfully assisted with icebreaking in the Great Lakes for the past three winters - the cutters Morro Bay, homeported in New London, Conn., during the 2010-2011 winter; Penobscot Bay, homeported in Bayonne, N.J., during the 2009-10 winter; and Thunder Bay during the winter of 2008-09.

While the crew of the Thunder Bay is deployed to the Great Lakes, other cutter crews will cover their traditional area of responsibility when the need for ice-breaking there arises.

## A DIFFERENT KIND OF PLACE TO DO VESSEL EXAMS

### Denver Water wants safety afloat

Story by Carl Koonsman, DCDR and Ellis Warren, SO-PA, both 085-1

Photos courtesy of Carl Koonsman, DCDR, 085-1



Auxiliarist, Dave Stark during VE.

The provider of water to the greater Denver area, Denver Water wants to keep its employees and visitors safe when they visit the Strontia Springs Dam and Reservoir as it undergoes a \$30 million sediment removal project.

Recent fires and unusual runoff have partially filled the 7,000 acre-foot reservoir in the foothills southwest of Denver with debris much sooner than anyone anticipated. The “cleaning” involves the collection of the sand, gravel and fire-related debris from the bottom of the reservoir and sending it through an 18-inch HDPE (high density polyethylene pipe) two and a half miles to the face of the dam where it is then screened, then the smaller material continues in a slurry solution another seven miles to a separation plant at the mouth of Waterton Canyon. Sediment contents too large to pump out are trucked down the canyon.



Strontia Springs dredging rig

Recently, Doug Sandrock, Safety & Loss Control Specialist for Denver Water, contacted USCG Auxiliarist's Carl Koonsman and David Stark, both of Flotilla 085-1-2 in Denver, to complete vessel safety checks on the water department boats at the work site. According to Stark, “It was possibly the most unique set of vessel exams (VE) I have ever done. We were met at a locked gate, just a short drive from the three million people living in the Denver area, and then driven seven miles up a beautiful canyon without seeing another person.”



Strontia Springs Dam Boat Dock

“Usually we do VEs at a launch ramp or at a busy marina,” said Koonsman. “But here, there was not another recreational boat or person within miles.”

The vessels included the work boats used by Denver Water employees and contractors and a pontoon boat for governmental officials and other dignitaries to survey the project and visualize how the work is being accomplished. The clean-up project is expected to remove several hundred thousand cubic yards of material from the reservoir.

Doug Sandrock was pleased that the U.S. Coast Guard Auxiliary was able to help. “We have coordinated with Carl and Dave to teach boating safety classes to our engineers, supervisors and technicians for several years. I am glad we could take the next step and coordinate with them to inspect our boats on the water.”

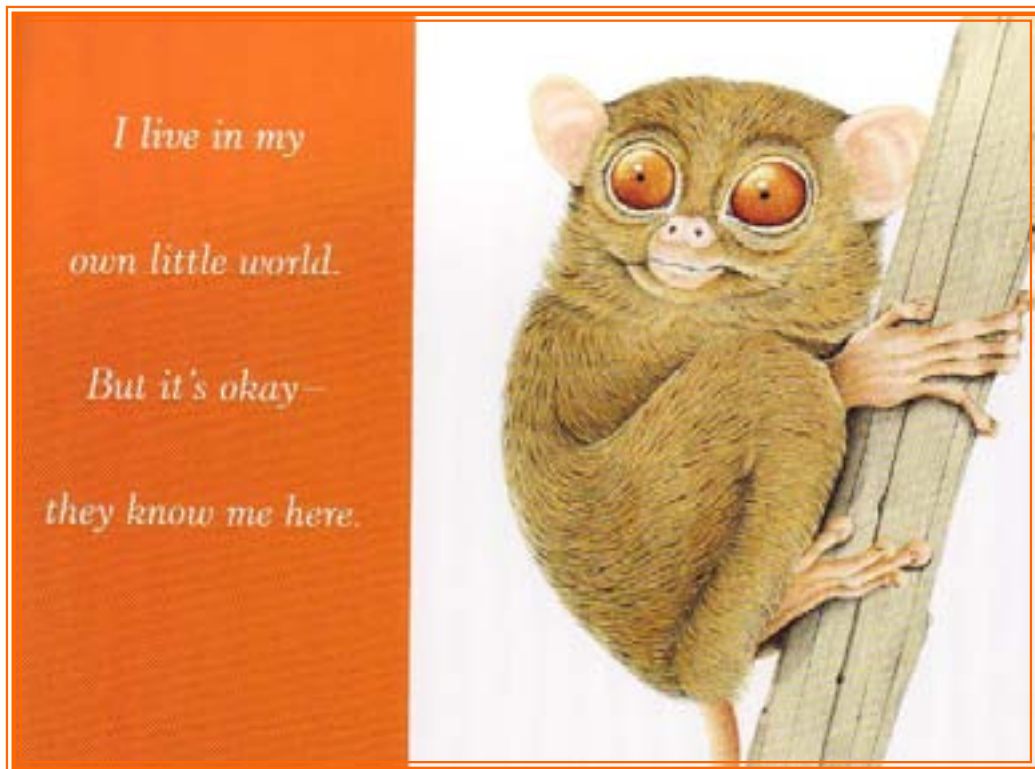
Related stories on following page.

<http://www.dredgingtoday.com/2010/08/02/usa-strontia-springs-reservoir-dredging-starts-today/>

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<http://denver.cbslocal.com/2011/07/14/strontia-springs-reservoir-cleanup-nearly-done/>

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JANE SEABROOK is an illustrator and designer who lives in Auckland, New Zealand. In recent years, her artwork has focused on paintings of wildlife for the Fury Logic series of books. She shares her life with her husband, two teenage children and a growing menagerie of assorted animals.

## MEMBER ACCOMPLISHMENTS

<b>3rd yr Cur. Maint.</b> Arisman, Diana C.	<b>AUXCOM</b> Hurlburt, Tonya K.	<b>Journalism - CG PA</b> Geddes, Jeffrey G.	<b>RBSPV</b> Yoder, Jonathan L.
<b>Air Observer</b> Homan, Dirk A.	<b>AV Exam Part A</b> Faganel, Wendy C. Newton, Norma J. Schmal, Anne M. Schmal, Ronald M.	<b>Navrules 95</b> Alber, Larry Bernstein, Kathryn L. Bernstein, Steven G. Bitsche, Ray E. DeLaughter, Tracy Kaplan, David N. Keller, Douglas J. Potts, Doug E. Thornton, Gina	<b>RBSPV Exam</b> Higgins, Brian K. Sandow, Henry M.
<b>Aircrew Qual</b> Homan, Dirk A. Minnis, Mary Lou	<b>AV Exam Part B</b> Byerson, Marion Liebenberg, Marios H. Schmal, Anne M. Schmal, Ronald M.	<b>New Member</b> Aron, Linda M. Dozier, Byron K. Felipe, Eric Fricke, Richard P. Henderson, Raymond Higgins, Brian J. Lamberes, Carol M. Lingwall, Raynold K. Nichols, Cheryl A. Nichols, Jackie R. Pepper, Andrew J. Royer, Corey B. Smiddy, Josiah V. Talton, Shawn R. Thomovsky, Jerry V. Thomovsky, Lucinda Travis, Donald O.	<b>RBSPV Qual.</b> Priestley, Robin S.
<b>APC</b> Buls, Tatiana Byrne, Theo Geddes, Jeffrey G. Keller, Douglas J. Priestley, Robin S. Thomovsky, Jerry V.	<b>Coxswain</b> Pepper, James J.		<b>Recert Instru Qual.</b> O'Neill, Edmond E.
<b>AUX Comm Exam</b> Krupka, David D. Vargo, Michele A.	<b>Coxswain Cert.</b> Harrison, James T. Ortega, Jason A. Wilson, Richard F. Waldrup, David A.		<b>Recert RBSPV Qual</b> Schutte, Charles G.
<b>AUX Seaman. Exam</b> Rock, David B.	<b>Goodmate Exam</b> Geddes, Jeffrey G. Higgins, Brian K. Keller, Douglas J. Siegel, Barry C.		<b>Retirement</b> Ginn, John E. Gray, Frank E. Keltner, Elvin D. Kennedy, Johnson C. Muetzel, Janice E. Palmer, Travis J. Shelinbarger, Bob D. Wenzelburger, Fred J. Wenzelburger, Judy
<b>AUX Weather</b> Springer, David D. Westcott, Barbara L. Westcott, James E.	<b>IMSEP</b> Keller, Douglas J. Siegel, Barry C.		<b>SSA 01</b> Allsbrook Wilson O Brudtkuhl Charles H Duffy Shane Terrence Faganel Paul Robert Harness James Huettl Kirk Michael Lamberes Scott C Ruroden Timothy S Sowa Colleen Patricia Thorp Wanda M Warren Ellis S Jr
<b>AUX Weather Exam</b> Chichester, Harvey A. Wankerl, Jason C.	<b>Instructor</b> Kreissler, Larry E.	<b>Ops Policy Exam</b> McMillin D. Neil Wilson, Richard F.	
<b>AUX-20</b> Geddes, Jeffrey G.	<b>Instruct Dev Course</b> Kreissler, Larry E. Siegel, Barry C.	<b>PWO Operator</b> Taylor, Craig A.	
<b>AUX-21</b> Geddes, Jeffrey G.	<b>Instructor Qual.</b> Siegel, Barry C.	<b>RBS PV Exam</b> Geddes, Jeffrey G.	
<b>AUX-22</b> Geddes, Jeffrey G.	<b>Intro to MS &amp; Environ Prot</b> Geddes, Jeffrey G.	<b>RBS PV Qual.</b> Higgins, Brian K. Keller, Douglas J. Neel, Gary S. Reckie, Stephen	<b>SSA 02</b> Arnold Robert F Sr Byerson Caryn Mary Faganel Wendy C Harris Brian L Henderson Trevor D Ives Douglas Glenn
<b>AUX-26</b> Geddes, Jeffrey G.			
<b>AUXACN-A test</b> Watson, Ellie C.			

**MEMBER ACCOMPLISHMENTS Con't****SSA 02 Con't**

Jensen Trent Allen  
 McNary Bernard L  
 Medina Jose L  
 Pace John Henry Iii  
 Priestley Robin S  
 Shaw Edward  
 Snowberg Cynthia M  
 Vogel Linda G

**SSA 03**

Byrne Theo J  
 Grimm Wilbert D  
 Jansen Douglass R  
 Kellogg Eugene C  
 Minnis Marylou  
 Stebbins Barclay A

**SSA 04**

Crow Vernon K  
 Hunkins Frances I  
 Minnis Marylou  
 Stephens Donald B  
 Strok Jerome G  
 Sykes Carol M

**SSA 05**

Francis Stella H  
 Key William L  
 Minnis Marylou

**SSA 06**

Arnold Helen M  
 Beran Joseph F  
 Byerson Marion  
 Olson Jeanne  
 Rhoades Barbara L  
 Smith Merwon D  
 Thornton Gina M  
 Vargo Thomas J

**SSA 07**

Amato Frank J  
 Arisman Diana Carol  
 Bailey Penny K  
 Bailey Phillip W  
 Byerson Marion  
 Clay Penelope

**SSA 07 Con't**

Hunkins Philip K  
 Peterson John C  
 Story David C  
 Wolff Chris C Iii

**SSA 08**

Byerson Marion  
 Hunkins Philip K  
 Waigand John E

**SSA 09**

Bernstein Kathryn L  
 Coby William A  
 Haverfield Susan M  
 Hintgen Lawrence G  
 Maresh Daniel L  
 Picard Edward J  
 Reiss Frank T  
 Wilhite Doyle

**SSA 10**

McMillin Neil D

**Transfer**

Beck, John R.  
 Bronston, Leo J.  
 Cone, Donald W.  
 Cooksey, Jimmy M  
 Dillard, Bryant D.  
 Engebretson, Roy W.  
 Evans, David W.  
 Keating, Fran D.  
 Pace, Michael D.  
 Picard, Edward J.  
 Romesser, Allan E.  
 Towle, Jeffrey M.

**VE Designation**

Donaldson, Robert C.

**VE qual.**

Higgins, Brian K.  
 Pace, Michael D.  
 Thomovsky, Lucinda  
 Wankler, Jason C,

**VE Test**

Fleming, Jerry W.  
 Keller, Douglas J.

Krupka, David D.  
 Mercer, Brian P.  
 Mercer, Robert P

**ANSWER FROM PAGE 14**

**The Motor Lifeboat Triumph,  
 CG-52301**

