



CWO DOUGLAS D. LEAVELL
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AUXILIARY (OTO)
USCG 8 WR REGION



From the OTO desk

(Tons of Useful Stuff)

Quarterly news for... 3rd Quarter FY-09



The information contained in this quarterly newsletter is primarily for information purposes only. If a change in policy is listed, it will be identified as such. When there is a conflict between information contained in this forum and published COMDT Directives and Publications, COMDT Directives will be adhered to.



TODAYS AMUSEMENT

An old man, a boy & a donkey were going to town. The boy rode on the donkey & the old man walked. As they went along they passed some people who remarked it was a shame the old man was walking & the boy was riding.

The man & boy thought maybe the critics were right, so they changed positions.

Later, they passed some people that remarked, 'What a shame, he makes that little boy walk.'

They then decided they both would walk! Soon they passed some more people who thought they were stupid to walk when they had a decent donkey to ride. So, they both rode the donkey.

Now they passed some people that shamed them by saying how awful to put such a load on a poor donkey.

The boy & man said they were probably right, so they decide to carry the donkey. As they crossed the bridge, they lost their grip on the animal and it fell into the river and drowned.

The moral of the story

*If you try to please everyone, you might as well...
Kiss your ass goodbye!*

NEWS AND NOTES FROM MY OFFICE

- **Changes to the Communication Program:**

Radio communications in the Coast Guard continues to evolve as is the case in industry. This is in part due to new technologies and programs while other changes are in response to mandates by the FCC/NTIA. We are in the process of reviewing how we do CM business in 8WR and we have identified areas that can be improved. To update our program requires the following procedural changes:

We likely have radios in use that do not comply with the latest technological requirements for the service they are being used in. These radios must be taken out of service. Therefore, beginning April 1st the routing for the radio 'Offer of Use' (7004) form will be as outlined below.

1. Completed by AUXCOM qualified member
2. Member retains copy
3. Send to DSO-CM to screen for problems and FCC/NTIA compliance
4. DSO-CM sends to DIRAUX for review
5. DIRAUX assigns identification number and assigns call-sign
6. DIRAUX returns signed copy to member & DSO-CM with Call Sign and ID number
7. DIRAUX enters into AUXDATA
8. IF the radio is an HF radio and member wants a National call-sign then DSO-CM sends the appropriate information to National.

The DSO-CM will review the 7004 form for completion, for the inspector meeting AUXCOM/TC requirements, for the inspector currently holding a CM office, and for compliance to FCC/NTIA equipment specifications. Once acceptable, the DSO-CM will forward the form to DIRAUX for final review. The goal is to retire all non compliant radios with our three year inspection cycle. In addition, the DSO-CM can catch some errors closer to the source which should expedite the process. As part of the new procedure we will capture in Rudy Stanek's report the Brand and model numbers of all radios so we can be more responsive to FCC/NTIA mandates. The DSO-CM also has the responsibility to notify DIRAUX of a non compliant radio, once discovered, regardless of where the radio is in the inspection cycle.

Call-signs will be immediately retired once a member moves out of the District. Callsigns will be reissued to a member that moves to another division within this District to reflect the division change.

The DSO-IS is authorized to change many, if not most, of the call signs already issued in the District. This is being done to associate them to the member's current district and division and to recover callsigns that haven't been used for years. The DSO-IS will notify those affected. This will be done in the near future.

The DSO-IS will purge the names associated with expired callsigns. Call-signs will be considered expired when the radio hasn't been inspected in the two years following the due date for when the inspection was due.

Tait radios will now be assigned call-signs. If the Tait radio is permanently mounted in a vessel offered for use the radio call-sign is the vessels name. Other Tait radios will be issued call-signs by requesting the call-signs from DIRAUX. DIRAUX will notify the member and the DSO-CM of the assigned call-sign. In addition, when a form 538 (inventory) is sent to DIRAUX a copy should be sent to the DSO-CM.

- A reminder to all the SO-OP's regarding the processing of CG-5132s:

First, as was discussed at the SO-OP conference, receipts should be taped to the backside of the CG-5132. Allow me to clarify: Tape receipts vertically on the backside of the CG-5132 with one piece of tape on the top and one on the bottom. I have had about every derivative thereof and still some are stapling as we did in years past.

Also, I've received handwritten CG-5132's with signatures with a typed copy attached and a note to see attached for signatures. We don't need the typed copies if there aren't original signatures. It serves no purpose but to double the filing in the drawer. If the SO-OP has to type in the handwritten information, that is fine, but there is no reason to attach it unless it contains the original signatures.

- The Service Dress Blue (Alpha) uniform was discontinued as a Coast Guard uniform several years ago. In January 2009, the Auxiliary National Board approved a recommendation to discontinue its use within the Auxiliary, and the Chief Director has approved this National Board action. Accordingly, the Service Dress Blue (Alpha) uniform is no longer authorized as an Auxiliary uniform. This change will be included in the next update to the Coast Guard Auxiliary Manual.
- ALAUX 33/08 of 10 November 2008 dealt with several Auxiliary uniform matters. One of these involved the wear of ball caps, specifically Coast Guard unit ball caps. Section 1.C.2. stated:

"If an Auxiliarist is authorized to wear a Coast Guard unit ball cap, such wear shall not extend to activities involving public interaction. This is to ensure that an Auxiliarist is not mistaken by the public as an active member of a Coast Guard unit with commensurate authority. For example, an Auxiliarist may not wear a Coast Guard unit ball cap when performing VSCs."

Questions have arisen as to whether or not the conduct of Auxiliary patrols (e.g. - surface patrols on vessel facilities) constitutes "...involving public interaction." The short answer is "Yes, Auxiliary patrols involve public interaction." As further clarification, the following involve public interaction:

 - a. Performance of Vessel Examiner (VE) activities involving Vessel Safety Checks (VSC) and Commercial Fishing Vessel Safety Exams (CFVSE).
 - b. Performance of Program Visitor (PV) activities.
 - c. Performance of Instructor (IT) activities.
 - d. Performance of patrol activities (surface, air, shoreside including missions involving mobile radio facilities).

e. Performance of Marine Safety, Security, and Environmental Protection (MSSEP) activities.

f. Performance of public outreach, public affairs, and recruiting activities.

Situations in which a Coast Guard unit ball cap may be worn, if authorized, include:

a. Wear of the cap to, at, and from the unit in the course of providing the direct support for which it is authorized (appropriate for commuting, stops for gas, and drive-thru services).

b. Wear of the cap to, at, and from flotilla meetings (appropriate for commuting, stops for gas, and drive-thru services).

c. Wear of the cap to, at, and from flotilla fellowship events (appropriate for commuting, stops for gas, and drive-thru services).

If there is any doubt about the propriety of wearing a Coast Guard unit ball cap due to potential interaction with the public, then the Auxiliary ball cap shall be worn.

These guidelines will be included in the next change to the Auxiliary Manual.

- Witnessed Jack Tumbleton (DN-9) when he received the National Safety Congresses' Region Two award for his educational work to the public. This prestigious award was presented to him in front of many boating safety enthusiasts at the International Safe Boating Summit in Panama City. Good job Jack!

OPERATIONAL ITEMS OF NOTE

- This year, only newly offered facilities are required to have damage claim book annotated on 7003 since all others should have it currently on board.
- The deadline for completing the 2009 Operations Workshop has come and gone. If you have not completed the workshop it should come as no surprise to see the words "REYR" next to your name. If this would be you, your options are few for the remaining of the year but I would suggest you contact the DSO-OP and DC-R through your SO-OP for assistance.
- Don't always patrol at the same time. Change it up occasionally and especially concentrate on patrol times that benefit the public the most such as afternoon and evenings when breakdowns will likely occur. Use morning patrols to conduct training & currency maintenance, while saving some time for afternoon and evening public assistance.
- I've received some information for you Sector Lower folks regarding guests on board Auxiliary facilities:

Notify the command center with the name of person(s) aboard and the purpose of their presence prior to getting underway. The command center will log this information. No prior notice required.

- The following operation will soon be in full swing. As Auxiliarists, you can get the word out on this all-too-important problem and let the public know that Law Enforcement is stepping up its efforts. Use the “good cop/bad cop” routine to your advantage and educate the public before “enforcement (bad cop) educates them instead.

OPERATION DRY WATER A. U. S. COAST GUARD MARITIME LAW ENFORCEMENT MANUAL (MLEM), COMDTINST M16247.1 (SERIES) 1. ON THE WEEKEND OF 26-28 JUNE OPERATION DRY WATER WILL BE IMPLEMENTED. THIS IS A NATIONAL, MULTI-AGENCY EVENT OF BOATING UNDER THE INFLUENCE (BUI) EDUCATION, DETECTION AND ENFORCEMENT. IT IS AIMED AT REDUCING THE SIGNIFICANT NUMBER OF ALCOHOL-RELATED ACCIDENTS, INJURIES AND DEATHS. 2. THE NATIONAL ASSOCIATION OF STATE BOATING LAW ADMINISTRATORS (NASBLA), WORKING WITH COMDT (CG-542) AND ITS OTHER PARTNERS, IS COORDINATING THIS NATIONWIDE EVENT. 3. DURING THIS CAMPAIGN, MARINE LAW ENFORCEMENT AGENCIES THROUGHOUT THE 56 STATES AND TERRITORIES WILL INTENSIFY BUI ENFORCEMENT THROUGH INCREASED PATROLS AND SOBRIETYCHECKPOINTS. 4. ALCOHOL CONTINUES TO BE A MAJOR CONTRIBUTING FACTOR IN RECREATIONAL BOATING ACCIDENTS, INJURIES AND DEATHS. IN 2007, 21 PERCENT OF ALL BOATING DEATHS WERE A RESULT OF ALCOHOL USE. OPERATION DRY WATER WILL DIRECTLY ADDRESS STRATEGIES IN THE NATIONAL STRATEGIC PLAN AIMED AT REDUCING THE NUMBER OF ALCOHOL-RELATED ACCIDENTS AND DEATHS. 5. NASBLA AND COMDT (CG-542) HAVE DEVELOPED A WEBSITE THAT CONTAINS INFORMATION ON OPERATION DRY WATER. IT INCLUDES NATIONAL MEDIA PRESS RELEASES, PUBLIC SERVICE ANNOUNCEMENTS, POSTERS AND BROCHURES THAT CAN BE USED TO PROMOTE THIS NATIONAL EFFORT. THE OPERATION DRY WATER WEB ADDRESS IS [HTTP://OPERATIONDRYWATER.ORG](http://OPERATIONDRYWATER.ORG) . 6. UNIT COMMANDING OFFICERS AND OFFICERS IN CHARGE ARE HIGHLY ENCOURAGED TO PARTICIPATE IN THIS FIRST EVER NATIONAL BUI ENFORCEMENT EFFORT. UNITS ARE REMINDED TO REVIEW REF A, CHAPTER 11 TO ENSURE COMPLIANCE WITH CURRENT COAST GUARD POLICY. UNITS HAVING ADDITIONAL QUESTIONS OR WISHING TO PARTICIPATE IN THIS OPERATION ARE ENCOURAGED TO CONTACT THEIR RESPECTIVE DISTRICT RECREATIONAL BOATING SAFETY SPECIALIST FOR GUIDANCE IN COORDINATING EFFORTS IN THIS UNIQUE PULSE OP.7. INTERNET RELEASE AUTHORIZED 8. COMDT (CG-542) POC: MICHAEL BARON (202) 372-1063. 9. RDML JAMES A. WATSON, DIRECTOR OF PREVENTION POLICY, SENDS.

- As operation season continues, I’d like you to consider scheduling some events in areas where we are trying to recruit. Get with your PA folks on some ideas so you might be able to attract new members and possibly tap into potential new Flotillas.

There are many unrepresented areas within our region that could benefit from our presence such as Northern Louisiana, Mississippi, the Dakota's, etc. Think what an accomplishment that would be if you helped plant the seed of a new flotilla.

- Because of the new currency requirements, our QE's were very busy last year conducting 119 QE check-rides...good job. This year continues to be even busier with 195...YES, I said 195 people due for their 3rd year check-ride. Thank a QE when you see one.
- Subj: Non-Operational Facilities Category Eliminated -012/09
 1. As a matter of information, NEXCOM and the National Bridge recently made final the decision to eliminate "non-operational facilities" from the categories of vessels in the Auxiliary. CG-5421 concurs with this action which is effective immediately.
 2. The Auxiliary Ensign may now fly only on either inspected surface facilities that display a current facility decal or on vessels owned by Auxiliarists that have successfully completed a Vessel Safety Check and that display a current VSC decal.
 3. Changes in regards to non-operational facilities to the Auxiliary Operations Policy Manual COMDTINST M16798.3(series) will be reflected in future editions of the manual.
- The latest Statronics, Inc. contract with FINCEN makes the use of the POMS Problem Management function mandatory. All problems and resultant action must be documented and made available to FINCEN on a monthly basis.

The POMS Problem Management function identifies the submitter as an End User or as Tier 1 support (Order Issuing Authority). End User submissions are automatically routed to Tier 1 support. If Tier 1 cannot resolve the problem, they forward the problem to Tier 2 (Statronics, Inc.).

If an End User cannot access POMS, they have to follow the noted process above and have Tier 1 support enter their problem in the POMS Problem Management function if tier 1 support cannot resolve the problem locally.
- The following challenge was issued by Captain Harrop at the Office of Boat Forces and his staff. It mentions the numerous ejections that have occurred in the field recently, and although it addresses the Active Duty, I thought it relevant to the entire organization so I told him I would spread the word throughout the Auxiliary as well. He was very pleased to hear this news. Please read and heed!

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“Coxswains: Cause for Action!”

Professional boat operators. But are we? Is it unrealistic to presume that we should be capable of performing our duties without routinely placing our boat crews in danger?

In the past few months, we have experienced a rash of ejections from our small boats that borders on epidemic. The actual number is really quite irrelevant because one is too many. Now we’ve all heard the argument that operating high-speed boats has a certain amount of associated risk and that there is a “cost to doing the business”. Rubbish! If the cost of doing business is unnecessarily injuring a fellow Guardian, then the business model needs some serious adjustments.

Here’s the harsh reality. Boat driving is very much an acquired skill. Sure, some are blessed with a little better hand-eye coordination and some may inherently be more gifted as operators. But for the most part, given enough time and practice, the majority can learn to operate a boat in a reasonably safe and effective manner. The primary reason you, the coxswain, have a qualification as the “Captain” of your boat is not because of your flawless boat handling skills. You were bestowed with the significant responsibility because your CO or OinC determined that you had the integrity, the trustworthiness and the common sense, to take care of job one; “The Safety and Conduct of passengers and crew”.

We at the Office of Boat Forces understand the need (and your desire) for high-speed, high-performance boats to get the job done. Whether it’s the pursuit mission off the southern coast of Florida or responding to a capsized pleasure craft on Lake Michigan, we get it – you need a boat that allows you to make a difference. When the call comes in, you need to launch a platform that can safely out-run the bad guys or safely arrive on scene in time to prevent the loss of life. Again, we get it. But we need something from you. We need to know that you are able to be the consummate boat professional – all the time. You can call it what you want; ORM, GAR, TCT, the list is long and distinguished and honestly, it all has significant value in how we conduct our business. But the safest boats in the world coupled with all the risk assessment, management tools and policies are worthless if not coupled with responsible operators. A well thought out, strategically discussed GAR model will not keep a hapless crewman on the deck of a boat unless you, the coxswain take responsibility to ensure no one is ever ejected from YOUR boat!

We are not going to dissect every ejection in recent memory to determine the causal factor(s). Trust us on this, it is operator error. You can blame the crew-member with the weak grip all you want but when you signed the qualification letter, you accepted the responsibility for that person and they are your number one responsibility, even above yourself.

We sincerely hope that this article makes you angry. We hope you are offended that we are calling you out regarding your abilities as a coxswain. We hope it makes you so mad that one of two things happens; you either assume a leadership role and

bring your influence to bear on those that don't share your sense of responsibility; or you have the courage to admit that you are part of the problem and resolve to do better."

TRAINING ITEMS OF NOTE

- If you are in AUXAIR, and not involved in boat operations, you do not have to attend the mandatory OPS workshop since your annual Air Seminar satisfies any requirements you need.
- The U.S. Coast Guard's 8th District – Western Rivers Region and Auxiliary 15, hosted the District's 2009 Search & Rescue Competition (D-SAR), on Lake Dardanelle located at Russellville, Arkansas, on May 22-23, 2009. The event included 5 D-SAR teams from throughout the 12 state district and began on Thursday evening with the Boating Knowledge exam. On Friday, May 22nd, teams competed in SAR Planning and Execution, Communications and Rescue and Assistance. The second day, May 23rd, consisted of skills competition such as Heaving Line, Fire Pump Drill and Marlinspike.

The event concluded Saturday night with an Awards Banquet. Division 16 from Oklahoma was the 2009 Champion Team. Division 8, Iowa, Illinois, and Eastern Missouri, was runner up in the competition. Individual awards went to COMO Marshall Bullard, Broken Arrow, Oklahoma of Division 16 for Boating Knowledge and Eric Vestal, Fordland Missouri, of Division 5 for Overall Skills. Bill Slusser, Peoria, Illinois, Division 8, was awarded the OTO Inspirational Award.

The event was well attended with approximately 90 Auxiliarists as well as Captain Michael Gardiner, Commander Sector Lower Mississippi, Commander Todd Campbell, 8th Western Rivers Region Director of Auxiliary and Chief Warrant Officer Douglas Leavell, Event Coordinator/Head Judge. Robert Smekta, Eight Western Rivers District Chief of Staff, COMO Jack Gumb, 8WR District Chief of Response and Blain Selby of Division 15 (IPDCDR) was the onsite coordinator.

- A standardized "mentor" program is being developed for implementation within 08 WR. Our hope is that it will assist the mentors within the region with a better idea of what their duties are and allow less confusion. More to follow.
- New procedures for administering and grading the AUX SC&E Exams are as follows:

AUXSC&E Course Final Written Examination Procedure

1. The AUXSC&E Instructor or AUXOP Proctor requests Final Written Examination(s) from the DIRAUX office.
2. The Final Written Examination(s) are administered by the AUXSC&E Instructor or AUXOP Proctor.

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3. The AUXSC&E Instructor or AUXOP Proctor returns the completed Final Written Examination(s) to the DIRAUX office as soon as possible.
 4. The DIRAUX office makes copies of each Final Written Examination(s) returned.
 5. The DIRAUX office sends the originals of the Final Written Examination(s) using the fastest means available (Federal Express is recommended) to:

Commanding Officer
Coast Guard Training Center Yorktown
AUXSC&E PROGRAM ADMINISTRATOR
National SAR School – Room 229 Canfield Hall
1 U S Coast Guard Training Center
Yorktown, VA 23690

6. The AUXSC&E Program Administrator will grade the Final Written Examination(s) within 3 working days and all grades will be communicated by e-mail to the remitting DIRAUX office.
 7. The AUXSC&E Program Administrator will retain the Final Written Examinations at the SAR School at Training Center Yorktown.
- OPEX season is upon us! If you have not gotten me your dates, then it is probably too late for me to attend your event. I cannot make it to all of them, but I guarantee to try as my schedule permits. If you need ideas on creative ways to make it a more enjoyable experience, seek ideas from some of the other divisions as I have seen some great events over the last few years.
 - TCT and ICS classes must be shared by divisions who are close enough to send students. Information needs to be sent out in a timely fashion to neighboring divisions regarding upcoming classes to give ALL potential Auxiliarists in need a chance to attend. We are all wearing blue; help each other across division lines achieve the common goal of certification!
 - As you all are aware, the new deadline date for completion of ICS-210 is 01APR2010.
As per ALAUX 002/07 this course or the full ICS-300 course is required for Auxiliary Single Unit Resource Leaders (SURL's) such as coxswains, PWC operators, pilots (Aircraft Commander, First Pilot and Co-Pilot), certain members in the Trident Program or any other team/task force leader determined by a Coast Guard unit Commander to have a need. ICS-210 (or ICS-300 as an equivalent) is to be added to the proper qualification packages as a requirement for final qualification. When the first extension for ICS-210 from March 2008 to March 2009 was requested, only 715 Auxiliarists (or 18% of required personnel) had taken either course despite it having been "strongly encouraged" for almost 2 years. To date, AUXDATA is now showing well over 2,500 who have taken ICS-210 and close to 900 have taken ICS-300 for a 70% compliance rate. Our region is slightly higher by my calculations.
The Auxiliary has done an outstanding job in trying to meet this DHS requirement. We very much appreciate the Auxiliary's cooperation and coordination efforts, and understand the incredible effort involved in this the training and qualification

initiative. With the new deadline of 01APR10, the next year should provide ample time to reach the goal of 100% compliance.

PERSONAL PROTECTIVE EQUIPMENT AND BOAT GEAR

- PPE! If you missed your deadline, it is a shame. You likely missed out on a great opportunity to get those needed items you have been waiting on, and some of those items that would have been nice to have and help do the mission more effectively. Get those 538's turned in if you received items this year, it will affect your divisions priority for receiving gear in the near future.

PEPIRB batteries: Through proactive efforts by the DC-R, both past and present, we have just about replaced all batteries throughout the entire region. If you somehow slipped through the cracks, contact your SO-OP to:

- 1) Make sure that you are listed in POMS with the correct battery expiration date on your device.
- 2) That the SO-OP has not already ordered you a battery and it has not arrived yet.
- 3) That your battery is, in fact, expiring in 2009 or has not already expired.
- 4) That the SO-OP verifies your need and contacts me with a battery request.

Once you receive your new battery, you will need to ensure that the SO-OP enters the new expiration data into POMS so you can receive a new battery prior to it expiring the next time.

- New Pump lids have been purchased for all the P-6 pumps within the district. These are the extended lids that make it much easier to pack the pump back into the container thus encouraging the training and use of these pumps more frequently. I have been able to deliver a couple of them, and will continue to do so throughout the year.
- The 50 mph requirement for PFD's worn on vessels is in effect. If you had a VE inspect your facility and you were before the deadline, but do not meet the requirement, you now must meet the requirement.

Some Words to Live By

The real art of conversation is not only to say the right thing at the right time, but also to leave unsaid the wrong thing at the tempting moment.

****In closing,**

This is a message from our Commandant. All at your Director's Office share in wishing you a wonderful anniversary!

SUBJ: 70TH ANNIVERSARY OF THE UNITED STATES COAST GUARD AUXILIARY
1. JUNE 23, 2009, IS A SIGNIFICANT DATE FOR THE COAST GUARD AS IT WILL
MARK OUR AUXILIARY'S 70TH YEAR OF DEDICATED SERVICE TO THE NATION.
WE TAKE TREMENDOUS PRIDE IN CALLING THESE VOLUNTEER GUARDIANS

OUR SHIPMATES, KNOWING THAT THEIR SELFLESS DEVOTION TO DUTY AND UNWAVERING PRIDE HAVE GIVEN US INVALUABLE SUPPORT THROUGHOUT OUR DAILY ROUTINES AND GREATEST CHALLENGES.

2. FOR SEVEN DECADES, AUXILIARISTS HAVE NOBLY OFFERED THEIR TIME, EFFORTS AND RESOURCES TO SUPPORT THE COAST GUARD. SPECIFICALLY DURING THE PAST TEN YEARS, A PERIOD OF UNPRECEDENTED CHALLENGE TO OUR NATIONAL SAFETY, SECURITY AND SPIRIT, AUXILIARY CONTRIBUTIONS HAVE BEEN STAGGERING IN THEIR BREADTH AND SCOPE. THESE UNDAUNTED VOLUNTEERS HAVE PERFORMED OVER 1.2 MILLION RECREATIONAL AND COMMERCIAL FISHING VESSEL SAFETY CHECKS, OVER 980 THOUSAND HOURS OF BOATING SAFETY COURSE INSTRUCTION, AND MORE THAN 7.7 MILLION HOURS OF OPERATIONAL SUPPORT AND PATROL MISSIONS. THE COSTS OF SUCH PERFORMANCE HAVE ALSO BEEN OVERWHELMINGLY BORNE BY AUXILIARISTS AS THEY HAVE LOGGED OVER 23.7 MILLION HOURS OF STAFF WORK, TRAVEL, PREPARATION, TRAINING, AND SELF-ADMINISTRATION. THIS HAS ALL BEEN UNSELFISHLY DELIVERED AS AUXILIARISTS HAVE STOOD SIDE BY SIDE WITH THEIR COAST GUARD COUNTERPARTS TO CONFRONT AND OVERCOME A ROLL CALL OF CHALLENGES: Y2K, 9/11, HURRICANE KATRINA, AND MANY OTHER NATURAL AND MAN-MADE DISASTERS.

3. THE AUXILIARY CONTINUES TO ALIGN ITSELF WITH THE COAST GUARD, MODERNIZING ITS ORGANIZATION ACROSS ALL SECTORS, DISTRICTS, AND HEADQUARTERS DIRECTORATES TO SHAPE OPTIMAL SUPPORT OF COAST GUARD MISSIONS TODAY AND INTO THE FUTURE. MOREOVER, THE AUXILIARY HAS GAINED EVEN GREATER HEADWAY AS IT HAS PROGRESSIVELY BROADENED ITS ABILITY TO COMPREHENSIVELY ADDRESS MORE AND MORE NON-TRADITIONAL MISSION AREAS SUCH AS INTERPRETER, VESSEL DOCUMENTATION, LEGAL, AND HEALTH SERVICES SUPPORT. I GREATLY ADMIRE THE ORGANIZATIONAL COURAGE AND DETERMINATION OF ALL AUXILIARISTS AS WE MAKE OUR FINAL APPROACH ON ACHIEVING A FULLY MODERNIZED AND INTEGRATED COAST GUARD.

4. AUXILIARY PERFORMANCE HAS BEEN NOTHING SHORT OF STELLAR, AND ITS GREATEST IMPACTS ARE READILY REFLECTED BY AUXILIARISTS SPIRIT OF PATRIOTISM AND DEDICATION TO THE COAST GUARD MEN AND WOMEN WITH WHOM THEY SERVE. I THEREFORE INTEND TO DULY RECOGNIZE THE AUXILIARY WITH AN AWARD OF THE COAST GUARD UNIT COMMENDATION AS PART OF ITS 70TH ANNIVERSARY CELEBRATION AT COAST GUARD HEADQUARTERS ON JUNE 23. PLEASE JOIN ME IN SETTING ASIDE TIME TO RECOGNIZE THE EXCEPTIONAL HONOR, RESPECT, AND DEVOTION TO DUTY SO CONSISTENTLY DISPLAYED BY OUR COAST GUARD AUXILIARISTS, AND THANK THEM FOR THEIR SERVICE.

5. ADMIRAL THAD ALLEN, COMMANDANT, SENDS.

