



# CURRENTS



**9WR - DCO Ed Ross**

## **PASSION, PRIDE, and TRADITION**

The leadership team of the future is an on going process of seeking and identifying the right person for the job and then encouraging them to move up because they are the best person for the job. This is only the first step in the process. The second step is to encourage you to get the training that will help you be the best of the best in your new job. At this point, it becomes very important for you to understand that you must train your replacement as you move up. It is physically impossible to continue to do the job's your are doing today and add the responsibilities of the job you are moving up to. You must be agile and nimble to be the best of the best in the office you are moving up to.

You may not realize it but you selected a mentor that is your role model? That, someone that you respected and wanted to be like. Your mentor has influenced and helped you down the path of training and participation that has brought you to today. **You and your mentor are probably close friends. You know that someone you can talk to when you need someone you can trust.**

Yes, I am talking about that special someone that saw the seed of success in you. That person that took an interest in you and made suggestions that helped you to succeed. **We call that being a good ship mate.**

Now it is your turn to be a **good shipmate** by sharing with that new or less experienced member. Don't wait till September, look around and talk to them today. Encourage them to get the training they need and then help them move up the chain of leadership and build on the tradition of the Auxiliary.

Remember, **PASSION, PRIDE AND TRADITION** are the three cornerstones for lifetime friend ships that we call **GOOD SHIPMATES**.

We are looking forward to seeing you this summer as we travel around the District. The time is flying by and we have been blessed with many members that have stepped up and are making changes that will continue to increase the strength of the leadership team of the future.

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# USCG Auxiliary Ninth District Western Region

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### Editor's Note:

All C.G. Auxiliary 9WR Members, Please consider contributing to the next issue of CURRENTS. Photo's with appropriate captions and articles are accepted. The Fall issue deadline is 31OCT2012. Share the events that occur in you AOR with all the district members.

Thank you to all that contributed to the Spring 2012, issue of our 9WR District newsletter CURRENTS.

Thank you,  
Mark Fantl DSO-PB



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9th. Western Region



**Partnering for Change:**

*Promoting and Improving Recreational Boating Safety* is the primary service priority of the US Coast Guard Auxiliary. As Auxiliarists we work to educate the public about boating safety, visit marine dealers to provide boater education materials, stand watch at boat shows to demonstrate proper life jacket wear and to serve as a resource for the boating public, and work to recruit new members to provide continuity and support to those programs. As the mission has changed over time in many ways it has still remained the same, but with new players and new rules.

The Auxiliary has been challenged by D9 and Sector Lake Michigan leadership to work harder, smarter and longer to reach more people in an effort to prevent a continuation of the current fatality trends in boaters and others who frequent the waters of the Great Lakes and inland areas. In 2011 there were 84 fatalities in the Great Lakes, and nearly an equal number on the inland waters in the surrounding states of our AOR. Too many lives lost needlessly!

A review of the fatality statistics from the last documented year (2010) is demoralizing. Despite the number of public appearances, boat shows, public education courses, and vessel examinations the US Coast Guard Auxiliary is not making an impact on changing boater behavior. In conjunction with the American Red Cross and the US Power Squadrons we collectively instructed only 2% of those who died. 84% of those fatalities had no operator boating instruction!

The reality is that we cannot correct this serious problem by ourselves. We must partner for success in order to reach a greater number of those who enjoy the waters of our states and Great Lakes. We must do it in new and innovative ways to reach an ever younger boating public, often with tools we elders are unfamiliar with.

We must determine in our respective areas how we are falling short in reaching the boating public, and be creative in designing new opportunities to reach out to boating enthusiasts of all ages. Division 43 has initiated an excellent packet of materials for purchasers of new boats, partnering with marine dealers to reach the vulnerable new owners and encourage boating education while the enthusiasm is high. We may need to spread that message to hunting and fishing dealers as well to emphasize the water safety opportunities in sport specific life vests.

We need to use a multigenerational recruitment program to concentrate on meeting needs of the public. To address the 9WR fatality statistics we must recruit instructors and aides of all ages with multi-lingual capabilities. School visits touch not only the intended student but generally their parents as well - an excellent use of Coastie and other educational tools. Social media can be used to spread safe boating information and to influence the behavior of the audience. Recruiting tech savvy new members who can use those skills will expand the message in innovative ways. Finally, we must partner with other educational programs to expand the boater education offered to the public. Increasing website visibility and coordinating class offerings and variety can lead to improved opportunity to meet the needs of the public. Let's work to decrease the water related fatalities this year!



With spring and summer arriving early this year, we are gearing up for a strong start in the area of Prevention. Reducing the number of deaths, serious injury, and property loss in Sector Lake Michigan / 9<sup>th</sup> Western Region is our goal. Earlier this year, the Recreational Boating Safety Directorate was folded into the Prevention Directorate, and I plan to build upon the success and leadership Norman Pearce had provided in the area of Prevention. The following paragraphs offer ideas on areas newer and more experienced Auxiliarists can become involved in with the Prevention Directorate.

Want to learn more about the Auxiliary? Want to become a safer boater? Want to give back to the public some of the knowledge you've gained over the years? Why not become an Instructor. Studies show that we retain an impressive amount of what we teach. It also helps us maintain some of those skills that become rusty without use like navigation or radio communication. It's easy to become an Instructor. Just ask a current Instructor to help you get started. What can you teach? How about safe boating to that youngster that's just learning about water sports. Or how about that seasoned veteran who just bought a bigger boat and wants to know how to operate it or steer a course efficiently. Or even your fellow Auxiliarists who need TCT, First Aid, CPR, Boat Crew and a myriad of other things we do in the Auxiliary. Step up and be counted. Be an Instructor!

Initiatives in the area of Marine Safety included a meeting with Chicago area charter boat captains, with the goal of providing education and collegial interactions with them, in the more demanding realm of uninspected passenger vessel examinations. This is in follow up to a similar meeting held last year, and we would like to continue providing a setting in which ideas, information, and expectations can be exchanged in order to prevent problems with safety and compliance with regulations governing their industry as the season progresses.

Newer members often qualify fairly soon as Vessel Examiners. Workshop activities to familiarize and promote "best practices" for conducting vessel safety checks are being developed, and experienced examiners are willing to help newer members attain qualification. At the District level, a committee comprised of several of the Districts most active Vessel Examiners is being convened, in order to provide support, leadership, and mentoring for our Examiners in the field. We continue to work on increasing the number of qualified Vessel Examiners in the District, by qualifying new ones, attracting out-of-qualification examiners back into the fold, and making sure we adequately recognize Examiners for their efforts.

Since the knowledge base in doing vessel safety checks and the marine dealer (RBSPV) program is similar, we are continuing to work on increasing the number of Visitors available to spread the word on recreational boating safety. RBS Partner Visits has four new SO-PV officers on the team, with efforts being made to strengthen our relationships with other agencies and retailers. In particular, we are working with the U.S. Power Squadrons in the context in helping them pattern their program after ours. Outreach to retailers, both traditional and non-traditional (e.g. gas stations / convenience stores that also sell equipment such as bait, life jackets, fishing licenses, etc. as a sideline) continues.

Another area for Auxiliarists to get involved in is Navigation System (formerly ATON) activities, such as our program to check on the status of private aids to navigation. This activity remains a good opportunity for new and older members to "get on the water" and provide a benefit for the general boating public. New qualification requirements are in place for ATON Verifier certification, but this program presents a chance to get out on the water, participating in ATON verification patrols, without having to complete the lengthier boat crew qualification process.

***PV Packets,***

Jack Myers (43-17) came up with the idea to provide marine dealers with packets containing boating regulations and safe boating tips that could be given to new boat owners. His plan was to use the time of purchase as a learning moment so boaters start out with reasonable knowledge of boating laws and safe boating strategies.

A couple of other program visitors supported his idea with new owner letters and the use of Zip Loc bags to hold the material and keep it dry on the boats. The accompanying letters include an invitation to have a free vessel safety check conducted by a member of the Auxiliary. Jack humbly insists that ownership for the idea is Division 43-wide.

Dealers are often hard pressed to assemble relevant literature but the use of the packets provides a convenient way to offer good advice and show the customer that the dealer is also concerned for customer safety and enjoyment.

**9WR Prepares for National Safe Boating Week**

A recent request from Sector Lake Michigan was answered with the list of plans of Auxiliary Divisions in the Western Region that made it evident that our Auxiliarists are committed to supporting the request for a Show of Force as the boating season kicks off on 19 May 2012 at the start of National Safe Boating Week.

The plans range from open houses to digital billboards and from radio and television coverage to PA booths at community events. Vessel safety checks are being offered in several areas and cooperation among the Auxiliary, local marine dealers, police departments, fire departments, and the Power Squadron show an increasing level of cooperation.

While CAPT Sibley and his team are going to be very busy with NATO conference in Chicago at that time, the Coast Guard Auxiliary will be striving to help the boating public understand and follow safe boating practices this season. Where the NATO activities preclude other activities, events are scheduled for the following week.

With the beautiful spring weather starting in January this year we are scrambling to get boats in the water and start our normal patrol schedule. Many units already have had their boats in the water for a month or more. For those of us in the hard water areas this is a very early start. Many of the smaller Divisions and Flotillas not only need to get their boats ready for operations but also get crews ready. In the north many of our Crew and Coxswains have not yet returned from the sunny south where they spend their winters.

Everyone has been working hard on our Preventative SAR missions: Boater Education, Vessel Safety Checks, Marine Dealer visits, Boat shows and Fishing Expos. Division 45 spent three days watch standing at Canoecopia which is the largest Paddle sport event in the Nation. Auxiliaries gave away 4000 of the paddle craft Identification stickers during the event. Thanks go to Frank Jennings for finding us that many stickers.

9WR and 9CR air operations are having a large safety stand down, combined with a training event, at Air station Traverse City, MI on 05 May 2012. This is in preparation for what appears to be a very active upcoming operational season for air.

Rescue 21 is being rolled out on 20 April 2012, in Sector Lake Michigan. It is imperative that all instructors who are teaching in our PE courses, Vessel Examiners doing VSCs, and Program Visitors familiarize themselves on the requirements of DSC radios and convey that information to the public during interactions with them.

To promote the value of our Marine Radios as a life saving device it is necessary to have a Digital Selective Calling radio, with an issued MMSI entered, by the owner, as published in the radio's instruction manual, and to have the radio interfaced with a working GPS. If the aforementioned connections are properly done all that is necessary to broadcast a Mayday containing Latitude and Longitude information is to lift the red safety cover on the radio controls and push and hold the emergency button.

If the owner doesn't have the connections made and MMSI number entered properly the radio will not work as designed. It then will not broadcast the emergency message nor will it send the latitude and longitude information. It will not function as intended. It simply will not work as the life saving device it is designed to be unless it is installed and configured properly. Educating the boating public about this marvelous life saving device is truly a Preventive Search and Rescue Mission. Instructors, Vessel Examiners and Program Visitors, you can save lives through education.

## Leadership and Development in Marine Safety in the 9<sup>th</sup> Western District

A long proven plan to build a Flotilla, Department or Program is to make a few obtainable goals and grow it from there. And it goes without saying that once that program is developed one must train the next leader or leaders to take over and manage the entity. I call it “*turn-key*” management. That is the philosophy behind our Marine Safety Department.

Our Marine Safety Department has a long history going back to even before when I got involved in 2000. Since then we have had many “EBBs and Tides”. Various emphases have been placed on the Marine Safety Department through the years, mostly based on environmental disasters such as Katrina and Deep Horizon. What is really interesting is our next obstacle to our objectives on the horizon. Not from an environmental disaster point of view but Coast Guard budget cuts. The Coast Guard’s mission (which is what the Auxiliary’s MS mission is all about) is still the same and growing but the amount of funds available is shrinking. At the very least inflation makes the Coast Guards funding to go even less from one year to another. Hence, our worth to the Gold side is an even higher stake than before.

The Auxiliary Marine Safety mission is all about assisting the Coast Guard’s missions. This is why there is such a difference between one District and another. Each District which has different needs requires different training and trained personnel. An example is; the State of Michigan conducts their own Uninspected Passenger Vessel Examinations; therefore, the U.S.C.G. Auxiliary doesn’t have a role with this mission at that region of D9, whereas, just across Lake Michigan, in Wisconsin, there is an active Auxiliary UPV program. Many general Auxiliary members don’t understand the Marine Safety role. As stated previously, for the most part Marine Safety is to support Coast Guard Marine Safety missions, except areas such as community beach cleanup programs, etc... Unlike other departments, such as the Public Education department, which are hands on with teaching Safe Boating classes to the general public, or the Response Department, which assists ***both*** the general recreational boating public and Coast Guard missions.

Auxiliary Marine Safety training is a keystone to the Marine Safety missions. First of all, Marine Safety requires a lot more ICS training classes, than other departments.

Each area (or specialty) has a specific PQS. And if you think about your progress in Marine Safety as picking a specialty of interest to you and is a goal of the Gold side, then it will be much easier for you and you will be more successful in the Marine Safety Department.

Those members that are just looking for the MS Ribbons and the Trident device usually become frustrated and unsuccessful because of the massive amount of time-consuming training. ***It’s about the mission, not the ribbons!***

So being with the philosophy of building a department, the two goals for the 2011 season in Marine Safety were to achieve better communications with the Gold side and to increase availability to training.

Jeff Gilmore DSO-MT was very instrumental in assisting in increase the Auxiliary’s MS role in the ICS training system, opening the door to ICS 300 training. I feel both these goals were achieved in 2011.

At first Jeff and I faced a large amount of resistance at first that the Auxiliary could fill an ICS 300 class, after running numerous 210 classes.

*Continues on next page...*

The 2012 goals are to increase training opportunities and to build specific specialties within 9<sup>th</sup> Western District.

The two goals for 2012 are to develop a UPV program in the State of Illinois and to develop specific programs such as MS outreach (old AUX-MEES) and specific MS training such as HAZWOPER, IS-00005 training, etc.

Unfortunately, in a volunteer situation goals cannot always be achieved or take longer than expected. Such is the disadvantage of building a department. For one reason or another there is not always the next leader on the horizon, sometimes for just lack of interest, sometimes it's just lack of personnel (trained in the specialty personnel).

Sometimes this doesn't sit well with people thinking there is no progress or the progress is too slow. The devil is in the details, so the saying goes.

There our near-sighted leaders that want to corner the market on their positions by not training others. This is not the philosophy of the Marine Safety Department in 9<sup>th</sup> Western. The problem with selfish leadership is a program or department can't grow.

The 2013 goal is to take our 2012 leaders that are trained in their specialty and let them develop their programs within the District.

Sincerely and respectfully,

**Ed Fahrner DSO-FN Comments**

Revenues were \$46,300 in 2011 while expenses amounted to \$37,000 resulting in a Surplus of \$9,300 last year. We now have surplus funds exceeding \$134,000 that will allow us to finance any future deficits for several years.

This year, we expect 43 % of our income from Membership Dues, 26 % from Conference Revenues, 13 % from National Materials Center sales commissions and the balance from Interest earned on our invested funds and profits from the District Store. Conference Expenses are scheduled for 21% of our spending. Dues payments to National are forecasted to be 25 % of our expenses with Member Training and Member Awards, consuming another 20% of our funds.

Once again, the Executive Committee, District Nine, Western Region will be accepting applications for Trust Fund Grants to be distributed to specific Flotillas or Divisions. The deadline for applications, which need to be sent to me, is 31 March. Money for these Grants are available from two sources. One source is the annual interest earned from the Alexander Anderson Trust and the other interest earned from the William Skog Memorial Trust each year. There is a disbursement limit of \$695.00 from the Alexander Trust in 2012; and, \$500.00 from the Skog Memorial Trust. Grants awarded from the Alexander Trust must be designated for Boating Safety use, while the monies provided by the Skog Memorial need to support USCG Academy candidate visits from the AIM Program. Last year, we awarded \$1,650 from the Anderson Trust Fund.

Please contact me, at your convenience, for more specific information concerning 9WR financial resources.

I remember forty years ago when a Coast Auxiliary pilot on an AuxAIR mission simply jumped in a plane and roared off into the wild blue yonder to do what the Coast Guard requested. Little thought was given to mission planning, pre-underway briefings, discussions over the mission, or even much thought as to what the mission was about. AS we found out at this year's Aviation Board meeting and Pilot/Aircrew Aviation Training that is fortunately no longer the case. On May 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> at Air Station Traverse City forty six coast guard auxiliary aviator received extensive training on all phases of flight safety, planning, mission execution, and decision making.

The training was provided by Capt. Bruzzella and his OPS team as well as members of the Coast Guard Auxiliary National and District staff. Capt. Bruzzella emphasized the extreme importance of Coast Guard Auxiliary Aviation squadron was to Air Station Traverse City and Air Station Detroit in order to help the active duty personnel meet all their mission needs. In some cases they AUXAIR aviation team was able to perform missions that the active duty are not authorized to accept or accomplish, such as transporting the District Commander (RAMD Parks) and command staff to various activities throughout the District.

Topics covered during the safety training included Cockpit Resource/Risk Management, Weather issues, Medical concerns, and general safety policies and procedures. Significant time was spent on the rules and regulations of undertaking a SAR case and the legal consequences of those decisions as well as the variables that impact on the decision. Rules for aircraft acceptance of a SAR mission are very different from those for surface assets and require a significant appreciation of the risk differences. A discussion of clear communication with the watch standers emphasized the need to not assume that they clearly understand either surface or air operations as many watch standers may have no operational responsibilities but instead may be in be coast guard support roles.

Additional training focused on the use of the National Web Site as a resource for information, policies and procedures relevant to the aviators. While the surface operation auxiliaries have a clearly defined relationship with their order issuing authority residing in their specific small boat stations it was quite clear the aviation squadron has a chain of leadership and authority for mission initiation and execution only with the Air Stations. The aviators cannot take off until they have been cleared to safely do so by the Air Ops Officer on duty at the Station.

Again having spent this time with both the Auxiliary and active duty Coast Guard we were able to appreciate how clearly the auxiliary is a member of the coast guard family. Air Station Travers City went out of the way to make us feel welcome; both with the hours for access to the BX but also from the extra time the Food Service personnel worked to provide our meals, and excellent they were!

District 9 should feel justly proud of the skill and professionalism of all the aviators.

A welcome to all of you from the new kid on the EXCOM and the northwest side of the pond that most all of us in this district get to play and work on.

This early spring weather has brought pleasure boaters and fishers to the water much earlier this year. Admiral Parks is asking our coxswains and crew to get our boats inspected and crew available to launch much earlier this spring. It is inevitable that boaters will be ill prepared for cold water and just as likely some will experience a shocking immersion.

Some of you have heard me at your recent Changes of Watch early this year mention “Everbridge”. Many more will be exposed to the term and what it means with this issue of Currents. Everbridge, Inc. is the leading provider of this Oracle based emergency notification system. It has been approved for use by the Department of Defense, Department of Homeland Security, U. S. Coast Guard and the Auxiliary. This web based Auxiliary Incident Management System will allow our Auxiliary leadership to almost instantaneously reach all members in a district for either routine or emergency communications.

In the event of a national or local incident or emergency like a tornado, wildfire or tornado we can quickly determine the status of members involved in a major disaster or request assistance for another area of the district or country. The system can deliver messages via telephone, text messages, email or a combination of any of these communication methods.

This Auxiliary Incident Management System (AIMS) uses member data from the AuxData and AuxOfficer. It is extremely important that you keep these data bases up to date with your personal information.

## **Town Of Menasha Fire Dept Open House U.S. Coast Guard Auxiliary Members and “Coastie” Photos from Roy E. Hundt 0954704**



## DIVISION - 35 “FELLOWSHIP”

*Submitted by Janice L. Jones, Flotilla 35-16*

2011 Division 35 took new leadership with the election of Tom Mullally as Division Commander and Lewis Gonzalez as Division Vice Commander. Commander Tom Mullally envisioned that the members of Division 35 incorporating all four of the cornerstones into achieving the goals of the Coast Guard Auxiliary. A Fellowship committee was formed and voted to hold four events. The first event was create your own Chicago Style Hot Dog that was well received with each flotilla donated an array of fixings. Division 35 extended an invitation to members of Calumet Coast Guard Station to join them for a Chicago White Sox’s game against the Cleveland Indians at Chicago White Sox’s park. BOSN3 Mark Stevens organized a tailgate party prior to game with FSI Kevin Johnson on the grill, turnout for the tailgate and game was a great success and the evening ending perfectly with the White Sox 8, Cleveland 7, in 14 innings.

Division 35 closed out the year with members from Division 33, 37 and 39 for an evening of fun at the Brunswick Bowling Zone in Oak Lawn everyone had a wonderful time. The camaraderie experienced between the auxiliary and active duty this year has been awesome, watch for Division 35 Fellowship Events in 2012; Division 35 living up to the true meaning of Fellowship.



## STANDING RULES

During a conference with National Legal over an election issue, it has been brought to my attention that their opinion is that as a result of the adoption of the new Auxiliary Manual, new Standing Rules need to be adopted. It is National Legal’s position that the old Standing Rules are no longer in effect as a result of provisions contained within the new Aux Manual.

Further, it is National Legal’s opinion that no election can be held until such time as new Standing Rules have been adopted. Therefore, the District, each Division and each Flotilla must adopt new Standing Rules. Proposed new Standing Rules will be circulated in both WordPerfect and Word format so as to facilitate their adoption.

Also, as a result of the good work of Tom Kartes, there will be an Appendix to the Standing Rules for each Flotilla and Division to have the option to conduct meeting via Webex or such other District approved and contract service provider. However, until such time as guidelines have been adopted for electronic meetings and elections, no elections can take place over Webex or any other electronic media. As you know, elections at this time require secret ballots.

Every Division Commander and Flotilla Commander needs to be sure that these new Standing Rules become adopted. As we know, Standing Rules adopted by the Flotillas will be submitted to the Division and then to myself as DSO-LP. Division Standing Rules to be submitted directly to DSOLP.

## Auxiliarists and Students Honor Local Veterans

*Submitted by Janice L Jones*

Chicago, Illinois – Members from the United States Coast Guard Auxiliary participated in St. Thomas the Apostle School annual Veterans Day Celebration November 10, 2011. Students and faculty honored local Veterans of the Armed Forces with family and friends in attendance. The celebration opened with a welcome from Principal Scheldt and prayer by Father Elias.



It was a tribute and with great pride that Auxiliarists from Flotilla 095-35-16 Color Guard were granted the privileged with Posting of the Colors.

Principal Scheldt read President Barack Obama Proclamation, in part read: “Today, our Nation comes together to honor our veterans and commemorate the legacy of profound service and sacrifice they have upheld in pursuit of a more perfect Union. Through their steadfast defense of America's ideals, our service members have ensured our country still stands strong, our founding principles still shine, and nations around the world know the blessings of freedom. As we offer our sincere appreciation and respect to our veterans, to their families, to those who are still in harm's way, and to those we have laid to rest, let us rededicate ourselves to serving them as well as they have served the United States of America”...

President Obama’s message served as the backdrop to the presentation by 2<sup>nd</sup> and 5<sup>th</sup> graders “Who is a Veteran?” followed by the introduction and presentation of gifts to the honored veterans from the Armed Forces: US Air Force – Ms. Lia Calloway, Mr. Bernard Cookes & US Army, Mr. Kenneth Morris; US Army - Mr. Mark Lewis, Mr. Reginald Morris & Mr. Darien Williams; US Marines - Mr. Arnold Brice, Mr. Wade Smith, & Mr. Roger Wallace and our very own Flotilla Commander Mr. Robert Bassett - US Coast Guard.

Students wrote poetry in honor of Veteran’s Day with the celebration closing with a special musical medley to the Armed Services.



**Front row- students as greeters**

*Color Guard – left to right: Heasley Matthews, Jr., Janice L Jones, Robert Bassett, Enoch Clarke-Bey & Hilda Whittington [submitted by Janice L Jones]*



**Retire of Colors**

## 2011 US Coast Guard Auxiliary 9WR District Awards

### Membership Growth

1st 43-17  
 2nd 31-08  
 3rd 37-25  
 4th 31-07, 33-02, 35-16, 41-05, 47-04

### Operations

1st 35-12  
 2nd 43-13  
 3rd 33-10  
 4th 45-01

### Public Education

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### Member Training

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### Vessel Examinations

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### Program Visits

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### Recruiting

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 3rd 43-13  
 4th 35-16

### Most Active Flotilla

1st 43-13  
 2nd 41-11  
 3rd 41-04  
 4th 43-17

### Most Active Member

1st Robert C. O’Laughlin 43-13  
 2nd Thomas J. Mullally 35-07  
 3rd Paul E. Neumiller 43-17  
 4th Kevin R. Farrel 41-11

### Most Active Division

1st 43  
 2nd 41

### Outstanding Staff Officer

Kelly J. Tebbs DSO-HR 43-17

**2011 9WR District Awards****Individual Heavy Hitters****Coxswain (hours)**

- 1st Timothy L. Hoffmann 43-13
- 2nd Michael H. Scott 35-12
- 3rd Jeremiah O Coughlin 41-04

**Crew (hours)**

- 1st James L. Bell 35-09
- 2nd Diann S. Kiesel 45-01
- 3rd Ryan C. Bank 39-06

**Public Education-Instructor (hours)**

- 1st Robert J. Auchinleck Jr. 39-06
- 2nd Daniel J. Groenendyk 31-04
- 3rd William J. Sutter 47-02

**Public Education-Aide (hours)**

- 1st Paul E. Neumiller 47-17
- 2nd Kurtis E. Rojahn 43-17
- 3rd David L. Johnsen 43-17

**Member Training-Instructor (hours)**

- 1st Thomas J. Mullally 35-07
- 2nd Kevin R. Farrell 41-11
- 3rd Paul E. Neumiller 43-17

**Vessel Examinations (number)**

- 1st Roy P. Shiflett 41-11
- 2nd Brian A. Hinton 37-25
- 3rd David B. Bossert 35-12

**Recreational Safety Program Visits (number)**

- 1st Ronald W. Dziagwa 39-08
- 2nd Robert C. O'Laughlin 43-13
- 3rd Alan J. Werdehoff 31-08

**Public Affairs (hours)**

- 1st Kathy A. Haegele 47-06
- 2nd Jerry J. Haegele 47-06
- 3rd Robert C. O'Laughlin 43-13

**Coast Guard Support (hours)**

- 1st J. D. Ryan 33-10
- 2nd Maryellen R. Begley 35-12
- 3rd Robert P. Guttman 47-04

**Recruiting (hours)**

- 1st Carol M. Johnson 39-02
- 2nd John C. Johnson 39-02
- 3rd Daniel J. Groenendyk 31-04

**2011 9WR District Awards "Minimums"**

Twenty percent of the unit's members must have a qualification in the following areas:

**"OPERATIONS"****"VESSEL EXAMINER"****"INSTRUCTOR"****Minimum Activity Levels**

	<u>FLOTILLA</u>	<u>DIVISION</u>
Patrol Hours	133.9	788.5
Vessel Examinations	160.5	871.8
Public Education Hours	38.1	228.4
Membership Training Hours	43.3	259.9
Recreational Boating Safety Visits	125.9	755.7



**United States Coast Guard Auxiliary**  
U.S. Department of Homeland Security

**America's  
Volunteer  
Guardians**  
Since 1939

**FOR IMMEDIATE RELEASE**

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### **9WR Diversity and Inclusion Initiative**

11May2012 Chicago, IL – Valuing Diversity, is it important to the United States Coast Guard Auxiliary and why? Diversity is not just about race or gender; it is about the different dimensions and how our attitudes and beliefs shape our perceptions. Diversity can also be just to name a few - identified as physical characteristics, personality type, upbringing and experiences that define each of us as unique individuals. As recently appointed DSO-DV I have the mission of bringing Admiral Robert J. Papp, Jr. and Commodore James E. Vass' Diversity Policies to the 9WR membership. By reading their policy statements they reflect by attracting and employing a diverse and talented team of individuals ultimately the Coast Guard and Coast Guard Auxiliary will both be able to better perform their maritime missions. Admiral Papp and Commodore Vass are both strong supporters of this Diversity and Inclusion Initiative. By equipping individuals with the understanding about Diversity you have given the power of knowledge.

The Diversity and Inclusion Initiative provide members with an opportunity to fully realize the importance of Diversity and that Diversity is imperative to the Auxiliary. If we do not continue to recruit and retain a more diverse and inclusive membership the Auxiliary will not survive. The National Training Center has develop a powerpoint on Understanding Diversity. Visiting each Divisions and Flotillas in my area of responsibility Illinois, Indiana and Wisconsin will be a challenging endeavor due to the economic crisis. To achieve this goal by emailing any handouts to the respective leadership to email to their members has helped to defer cost. Presenting the PowerPoint presentation on Understanding Diversity has been very interesting with members voicing different views and opinions. So what is the answer to the question, "Is Diversity Important to the Auxiliary?" ABSOLUTELY for the sustainability into the future!

Submitted by: Janice L. Jones, DSO-DV 9WR

## **Subject: ALAUX - CHIEF DIRECTOR FINAL ACTION ON NATIONAL BOARD RECOMMENDATIONS**

1. At the 2012 Auxiliary National Training Conference (N-Train) this past January, five recommendations were placed before the National Board for vote. The following summarizes the recommendations, the vote of the National Board, and the Chief Director's final action:

**A. RECOMMENDATION: AUTHORIZE CREATION AND AWARD OF A NEW RIBBON SPECIFIC TO THE RBS PROGRAM VISITATION (PV) PROGRAM.**

**NATIONAL BOARD VOTE: FOR.**

**CHIEF DIRECTOR FINAL ACTION: NON-CONCUR AND DISAPPROVED.**

As described in the Auxiliary Manual (COMDTINST M16790.1 (series)), the current RBS program award, titled the Examiner Program Ribbon, recognizes qualification as an RBS Program Visitor or in any of the vessel examiner program areas. Auxiliarists show multiple qualifications in these disciplines by adding 3/16-inch bronze or silver stars. This award sufficiently recognizes Auxiliarists for their qualifications in these RBS programs and adequately identifies their mode of service. Breaking down the specificity of such recognition is unnecessary, and would lead to undesirable ribbon proliferation and weakened significance. Further, the Auxiliary Vessel Examination and RBS Visitation Program Service Performance Ribbon is one of the four Auxiliary annual service performance awards. Each of these awards recognizes actual performance following initial qualification denoted by a corresponding program qualification ribbon. Dividing a qualification ribbon into sub-programs would intuitively lead to a division of performance awards and exacerbate ribbon proliferation.

**b. RECOMMENDATION: THAT THE COAST GUARD AUXILIARY ASSOCIATION INC. (NATIONAL) DUES BE RAISED BY \$10 FOR FY 2013, AND \$5 PER YEAR FOR THE THREE YEARS FOLLOWING THE INITIAL DUES INCREASE.**

**NATIONAL BOARD VOTE: AGAINST.**

**CHIEF DIRECTOR FINAL ACTION: CONCUR.**

It is noted that modifications to this recommendation were discussed, and that it was ultimately voted against in order to allow more time (i.e., at least one year) to assess the need for any proposed dues increase.

**c. RECOMMENDATION: RESTRUCTURE STATE LIAISON (SL) AND LEGISLATIVE LIAISON (LL) INTO SEPARATE AND DEDICATED FUNCTIONS AT THE DISTRICT AND NATIONAL LEVELS. DISTRICT SL OFFICERS (SLO) TO BE DEDICATED 100 PERCENT TO SLO ACTIVITIES AND REPORTING DIRECTLY TO DISTRICT LEADERSHIP. LL OFFICERS (LLO) TO BE APPOINTED BY NATIONAL LEGISLATIVE COMMITTEE CHAIR IN CONSULTATION WITH DISTRICT COMMODORE (DCO) AND DIRECTOR OF AUXILIARY (DIRAUX) AND PARALLEL STAFF REPORTING ASSISTANT NATIONAL COMMODORE, CHIEF COUNSEL (ANACO-CC) CHAIN AND DCO LL OFFICERS TO BE DEDICATED 100 PERCENT TO LL DUTIES.**

**NATIONAL BOARD VOTE: FOR**, with the following modifications: for SLO and LLO, strike both mentions of "100 percent"; - for LLO, change "...in consultation with..." to "...with concurrence of..."

**CHIEF DIRECTOR FINAL ACTION: NON-CONCUR, WITH CONDITIONAL RESOLUTION.**

Section 4.G. of the Coast Guard Auxiliary Manual (COMDTINST M16790.1G) makes it clear that the authority to appoint staff officers meant to serve a specific level of the Auxiliary organization resides with the elected leader of that organizational level. *This fundamental tenet of Auxiliary organizational leadership and management shall remain intact.* As a staff office that exists only at the district/regional level, the LLO shall remain authorized to be appointed only by the DCO. Notwithstanding this determination, the nature of legislative monitoring and its potential cross-programmatic impacts among States warrants a high degree of national awareness and involvement to ensure effectiveness. For this reason, LLO appointments shall be made in consultation with the national Legislative Committee Chair. Section 4.G.1. of the Coast Guard Auxiliary Manual requires DIRAUX to concur with all District Staff Officer appointments made by the DCO. With particular respect to LLO appointments, the DIRAUX shall ensure that DCO consultation with the national Legislative Liaison

d. **RECOMMENDATION: REDUCE REYR STATUS FROM THE CURRENT 5-YEAR TIME LIMIT TO A 3-YEAR TIME LIMIT. DIRECTORS OF AUXILIARY MAY WAIVE THIS FOR UP TO TWO ADDITIONAL YEARS FOR "UNUSUAL CIRCUMSTANCES."**

**NATIONAL BOARD VOTE: FOR.**

**CHIEF DIRECTOR FINAL ACTION: NON-CONCUR AND DISAPPROVED.**

Absent concrete and compelling data to support the general contention that more administrative work is required in the current Boat Crew Qualification Program (BCQP) Required Yearly, Not Met (REYR) re-qualification scheme, there is little justification to change that scheme. Achievement, monitoring, and maintenance of any personal qualification rests first and foremost with the individual. Moreover, the allowance of a 5-year window affords greater, but not perpetual, flexibility for those who may have reason to effectively suspend their program involvement for a significant amount of time. Simply, the current 5-year REYR window prior to re-qualification is not unreasonably long.

e. **RECOMMENDATION: CREATION OF SO-DV AND FSO-DV STAFF POSITIONS AUTHORIZED AND CREATED IN AUXDATA.**

**NATIONAL BOARD VOTE: FOR.**

**CHIEF DIRECTOR FINAL ACTION: CONCUR, WITH CONDITIONAL REQUIREMENT.**

These staff positions shall be established contingent upon development and Chief Director approval of corresponding functional statements that clearly describe SO-DV and FSO-DV duties and responsibilities, that clarify distinctions between them and counterpart SO-HR and FSO-HR staff positions, and that identify how they will effectively complement SO-HR and FSO-HR staff positions. Establishment of these staff positions in AUXDATA will not displace ongoing work on higher priority AUXDATA worklist modifications.



Please direct any comments or questions about  
"CURRENTS" to [mjsfantl@sbcglobal.net](mailto:mjsfantl@sbcglobal.net)  
Mark J. Fantl 43-06 DSO-PB  
US COAST GUARD AUXILIARY 9th. Western Region



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