

CURRENTS

United States Coast Guard Auxiliary • 9th District, Western Region

Volume XXX—Issue 2 • Fall 2008



PROCESS OR MISSION—WHO IS DRIVING?

Coast Guard Aux. has the very best RBS skills and mission for water safety for the recreational boater.

It is fully realized and accepted that QUALS / TASKS must change; the bar must be raised as technology, learning and need requirements change.

Auxiliary leaders must provide the member easy access to the mission qualifications in every way possible. All processes (steps) needed to get to the mission (training mission or qualifying mission) must be simple, short and accessible to every willing member. Positive instruction and positive learning must drive the need for any process required for qualification.

No process should hinder the mission. Any requirement or closing process should improve the mission.

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Ninth Western Region Executive Committee - 2008

Commodore	Richard Runde
Vice Commodore	Randy D. Podolsky
Rear Commodore—North	Robert C. O’Laughlin
Rear Commodore—South	Robert J. Auchinleck Jr.
Rear Commodore—East	Harry E. Ross
Immediate Past Commodore	Gordon A. Jaworski
Director of Auxiliary	CDR Karl Willis

9WR Division Captains - 2008

Division 1	Kathleen Chappelle
Division 2	Jyneen St. John
Division 3	John L. (Larry) vanGoethem
Division 4	Len C. Van Denack
Division 5	Ted Dawson
Division 7	Howard Leschke
Division 9	Robert Redenius
Division 10	Harold Damron
Division 18	John Liddell
Division 20	Thomas J. Kartes

9WR District Staff Officers - 2008

AA Administrative Assistant	Tim Hoffmann
	Roy Hundt
AN Aids to Navigation	John Wetterholt
AV Aviation	Chuck Hagerman
CM Communications	Michael Wiedel
CS Communication Services	Amy Seeley
FN Finance	Edward Fahrner
IS Information Services	Thomas Lewis
LP Legal/Parliamentarian	William Naurich
MA Materials	Brian Pigeon
MS Marine Safety & E.P.	Norman Pearce
MT Member Training	Jim McInnis
OP Operations	COMO Arthur Remus
PA Public Affairs	Randy Podolsky
PB Publications	Steven Evenstad
PE Public Education	Howard Leschke
PS Personnel Services	Kate Steimel
PV RBS Visitation Program	Roy Hundt
SR Secretary/Records	Linda Hundt
VE Vessel Examination	Roy Hundt

D-AD: Commodore Aids
East-Wilbert (Bill) Fisher, West-Roy Hundt
Richard Tamraz, Thomas Trucco, Rick McNulty
Tim Hoffmann.

CRC Civil Rights Coordinator: William Naurich

U.S. Coast Guard, Ninth District

District Commander	RADM Peter Neffenger
Sector Commander	Captain Bruce Jones
Director of Auxiliary	CDR Karl Willis
Assistant Director of Auxiliary	Mr. Paul Barlow
Operations and Training Officer	CWO Mark Stevens
Operations and Training Officer	CWO Eric Schmidt



Station Wilmette, on patrol outside Belmont Harbor, Chicago
Photo by John Lampe, Flt. 36

Editors Note:

Hello all, please consider contributing to the next issue of Currents, both Photos with appropriate caption and articles are accepted. We have until mid March '09 to accept content, so please try to set aside some time to share your thoughts and experiences within your specific field with your shipmates. For those of you who have contributed, thank you.

Steven Evenstad, DSO-PB



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As time marches on, the same questions keep resurfacing regarding Auxiliary funding. Don't get me wrong. I appreciate all you do and with an unlimited budget, no legal restrictions and an unfettered conscience, I would be glad to pay you for all that you are worth.

However, as someone once said, "A real leader faces the music, even when he doesn't like the tune." The tune remains the same as it was defined two summers ago to articulate the differences between orders issued from our office for temporary additional duty (TAD) and those coming out of the Patrol Order Management System (POMS) as follows:

Subject: AUXILIARY FUNDING

District 9 Auxiliary receives funding from Headquarters for Administrative Training and Travel. These funds are not intended for operational missions. D9(dpa) uses the money to issue TAD orders for conferences, auxiliary travel, supplies (PPE) and training. Funding is provided to each Sector for Operational Training Officers (OTO) to fund attendance at conferences, provide PPE for Auxiliary use and travel to conduct Ready for Ops inspections on Auxiliary facilities.

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PROCESS OR MISSION— WHO IS DRIVING? Cont.

Whenever Auxiliary leaders allow a process to guide or rule a mission we are sending a negative message to the membership as:

1. Mission is not the most important. (This is contrary to all current directives we know of from the Coast Guard.)
2. Process and process changes are most important. (If this is true, the "tail is wagging the dog.").

The questions we must ask ourselves as Senior policy making leaders are:

- Are we Lifesaving Mission driven?
- Are we punitive process driven ?

Punitive processes (or processes seen as punitive) slow the learning, and can destroy the positive attitude of the student and instructor in learning the skills necessary for the mission and focus their attention on the process, not the mission.

Process-driven events focus our mid-level leaders and trainers (e.g. QEs) to make work-arounds in order to accomplish the mission.. We leaders have sold out our duty to lead. We have become part of the problem.

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Vice Commodore Randy Podolsky



IT IS YOUR AUXILIARY!!

Fellow Members,

I have just returned from the Auxiliary National Conference (NACON) in Orlando Florida. Since we arrived on the heels of Hurricane Faye, the idea of getting out for some sun was not an option. But the constant rain did provide for good motivation to attend all of the meetings.

All in all the conference was very informative and your Commodore, DCO Runde, was instrumental in causing a meeting of all of the DCOs and VCOs from across the Nation, along with each of their respective OTOs and Directors. This was a very productive session allowing all of the districts and regions from around the country to share what works, and what troubles they may have, in an informal setting. From that meeting many concerns were discussed and resolved, and it was agreed that the meeting would be reconvened twice each year at NTRAIN and NACON going forward. Doing so will promote best practices, and assure as much consistency from region to region as is possible. Bravo Zulu COMO Runde for being the catalyst to this well received forum!

With our fall conference just days ahead, there are many exciting things to look forward to. A visit from the Captain of the Port and Sector Commander, CAPT Bruce Jones; an appearance by the newly seated CG Ninth District Commander, RDML Peter Neffenger; many meaningful workshops, an update on the Auxiliary Modernization Program and some wonderful camaraderie is planned as well. We will be trying some new things...so don't miss out on being a part of this district-wide training event.

We want you to Save the Date for the Spring 2009 3-region 9th District Auxiliary Training Symposium next April in Pontiac Michigan. Preliminary details can be found elsewhere in this Currents. Many National C-Schools will be offered at this Symposium. Check it out and sign up when the first chance is presented in the near future.

We are also proud to announce to our members that NACON 2009 next August will be held here in our Windy City! This will be an extraordinary opportunity for our members to attend a National Conference without having to travel to another region. This opens the doors for all members to attend some, or all, of the sessions while they may not be traveling under orders. The event will be held at the Oakbrook Hills Marriott in Oakbrook, IL.

Special thanks to you, the members, for all you do. And my special thank you to all our staff officers (District, Division and Flotilla) who take responsibility for administering our missions and communications. Without each of you we would be unable to perform our deck plate missions as well as we do. Keep up the training and spreading the word of our activities, and accomplishments, as it comes to you.

*Be safe, be professional, respect our authority and have fun doing what we do best...
supporting Team Coast Guard!*

Respectfully yours,

Randy D. Podolsky
U.S. Department of Homeland Security
U.S. Coast Guard Auxiliary
Vice Commodore (9WR)

The majority of the 9WR board (9 of our 10 DCPs), and the EXCOM feel some processes in force today are definitely detracting from mission completion and excellence. Members are making a decision to opt out of renewal of their quals. **IT IS NOT THE QUALS - IT IS GETTING TO THE QUALS**, (the process) that hurts. Think of the hours wasted training a member who WALKS because of process required to get to the mission.

Simple test for process correctness is: will it HELP the average motivated Flotilla member trying to get through training or another mission? If yes, keep the process — if not; improve it or remove it.

Attached are supporting documents for above position paper:

1. ONE sample of process overkill: the 3 year recertification process in the Boat Crew Training Manual. **See Page 13.**
2. SIGNED statements from 9 of our 10 DCPs express their members' concerns that this process slows progress and is driving away member participation.
- 3 9WR Fact Sheet of program status for 2008 from Aux-data (mid- July 08) shows our Drop-offs

We accept the fact the BCM program is a CG program, but to be successful it must be administered by a willing Auxiliary leadership and accepted by our volunteer Auxiliary member work-force. The information chain is broken—thus the positive instructional model of the mission is lost in struggling with the process.

Many of us have no idea who decides, generates, writes and pushes (signs) these changes upon changes or the reasons behind them. Noteworthy is the fact that Auxiliary leaders have no "Command and Control" over our people. We do have "Leadership and Control" if we have understandable, reasonable requests to convey to the member — otherwise the self-directed strong loyal members may give up and walk.

We ask and suggest that Auxiliary policy leaders, at district level, in cooperation with their DIRAUX be allowed, and even encouraged to use waivers or stop-orders on some interfering processes as needed now or that quick changes by CG HDQ be implemented to preserve positive instruction of the mission in ALL three Auxiliary CORNERSTONES. This paper and the results we achieve here today will be conveyed in full to our DCPs and members upon return home. They are our electorate and will make the decisions.

Noteworthy: I have had verbal communication with 11 DCOs (past and present) and some candidates for National office, and at least 4 National staff who heartily agree we need to address the concerns stated in this paper ASAP. I did not quote any person as background support other than the DCPs signed on the attached member remarks page as I know these people and asked they sign their remarks.

Richard J. Runde DDS DCO 9WR



Why run for elected office?

At the Flotilla, Division, and District levels I keep hearing members say something like 'no way' when it comes to running for elected office and, to a lesser extent, appointed office. Why is that? Is being an elected or appointed officer really that much of a drag? Is there something about our organization that makes the thought of running for office so unappealing? I can think of a few reasons myself why I wouldn't want the job but let me offer a few reasons on why you should.

The Auxiliary can't function without you:

At the most basic level – the Auxiliary (like any organization) needs good leaders to function. How does an OP mission get run without a coxswain? How does a PE class get taught without an instructor? The short answer is – they don't. A Flotilla, Division, and District are no different. Without good people to lead them, they won't happen either. Good Flotillas, Divisions, etc don't just happen and they don't get that way overnight. In the nuts and bolts areas - someone needs to take the responsibility for making sure that new member paperwork is correctly completed, that staff offices are filled, and that members are kept informed. But there are other, equally important, parts to the job as well. Someone needs to make sure that new members are mentored. Someone needs to make sure that members are recognized for their hard work. Someone needs to provide the call to action that gives our members direction, vision, and purpose.

I have seen first hand good people – people who genuinely wanted to volunteer their time to make a difference – drift off to other organizations where they thought their help would have a greater impact. I have also seen a member, in this case a doctor, who joined a unit and in a short period of time was helping the Coast Guard at the regional and national level. Similar types of people – both having skills we need, both having an inner desire to volunteer helping people, and both coming to the Auxiliary. Why the different result? In my opinion, a large part of result can be tied back to our leaders. In one case, our leaders (at multiple levels) did a good job of selling our call to action, recognizing the person's unique skills, and connecting them with the appropriate people so that not only do we get the maximum benefit from the member – but the member also feel maximum satisfaction by knowing that he is making a difference.

You have a chance to make an impact.

By impact, I am meaning the impact your unit has on its members and the impact you have on the public. In the dozen or so years that I have been in the Auxiliary, I have had the opportunity to observe strong Divisions/Flotillas, weaker ones, and ones that were moving somewhere between the two. While there are many factors affecting a unit, I

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AUX-10

Hello Everyone:

I am belatedly forwarding you a few photos taken at the AUX-10 Class that 9WR hosted in Joliet 11-APR-08 through 13-APR-08. I'm unaware if any of you may have received these directly. These are courtesy of Harry McBain, ADSO-PA, 113-03-05.

As you know, 9WR was able to help ensure a full house of 20 students for the class. All of the instructors seemed very pleased with the attendance and accommodations. Except for AuxData being down for an hour or so on the first day of class, everything seemed to go off without a hitch.

If I or my work facility can be of use for anything in the future, please let me know.

V/R,

Harold Damron, DCP 095-10



don't think there is any coincidence that the strong units, or those moving in that direction, have had the benefit of having good leaders at their helm.

The Flotilla is where the Auxiliary missions turn into an actual work product and it is here where I feel leadership can have the greatest impact. As the leader, you set the tone for your unit. By building programs you are not just finding ways to building teams, get people involved, and organize resources – you are finding ways to deliver services to the public. Don't just think of it as getting people to do vessel exams or teach classes. Think of it as working on developing the best methods to deliver our product. It's not always simple, but when you make it happen – it's a great feeling of satisfaction. Oh, and as a side benefit – you may have helped save a life along the way.

At the Division level, it's more of the same – but the Flotillas are your customers. The impact you can make is by finding ways to make your Flotillas better. Organizing training programs at the Division level, getting help and resources for your weaker Flotillas, and offering advice to the new Flotilla commanders are just a couple ways that you can impact your Division.

Be part of the solution:

Yes, I understand that there are those members out there that may just be a perpetual squeaky wheel. Don't be one of them. You're not going to be able to change everything and I understand that not being able to commit time to the position is a major factor many people have for not wanting to run.

Hey members – there is an old saying that many hands make light work. Elected officers can't do it all. We have family, other interests, and many of us have jobs. We need help – we need YOUR help. We need people willing to be staff officers and take ownership for their area. We need members who can, to a certain extent, help themselves. If we have a limited amount of time we can give to the Auxiliary each week, we can't be everything to everybody – so cut us some slack. I stand by my comment that the leader sets the tone for the unit, but without others to help the result will be frustration, burnout, and lack of motivation.

If you are in a unit that is not strong – don't try to do everything. Find a couple things you can change, though, and focus on that. Maybe just focus on building your PE program. Maybe its even more basic than that and you just want to build the camaraderie within your unit. Take baby steps, focus on small wins, celebrate them with everyone, and leave your unit just a little better than when you got it. Over time and with good people coming behind you, you can really see things happen. Its called 'incremental improvement' and it can start with you.

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A THANK YOU

I wish to thank all in the auxiliary and those on the gold side for the best time I have had being able to again serve my country . I am using this opportunity to let all of you know I will not be a candidate for Rear Commodore in 2009. So that are no rumors the two reasons are a desire to spend more time with my family and a suggestion from the doctor I cut back on my volunteer activities. I do not and I repeat do not have any serious health problems. The decision was made that I can continue doing, Milwaukee Armed Services Comm:, VSC, RBS-DV. And the coastie program along with a limited amount of committee work. As you can see from what I have outlined I am not walking away just re-prioritizing. You will see me around for we need to converse and have a good time at conferences, flotilla meetings etc. A fourth cornerstone advocate for life is my goal. AGAIN A THANK YOU TO ALL FROM THE BOTTOM OF MY HEART. Now for a few thoughts. The up coming elections no matter at what level are important. Do your do diligence in the choices you make for these are and will be your future leaders. Speaking of that here is a web site you should go to : [HTTP :/www.uscg.mil/acquisition/newsroom/newsroom form.asp](http://www.uscg.mil/acquisition/newsroom/newsroom_form.asp)-----The information contained here will give you an insight to the future. Why should you do this ?/????? Because I asked you to ! NO, it is because it will help you in knowing and understanding part of what the future holds. It is important that we all remember that we exist to help the Boating Public under the direction of the UNITED STATES COAST GUARD. Having said that it is a wise person whom looks at history, asimulates currently, and looks as far as he can into the future, and then acts accordingly. I apologize ahead of time for my spelling and I know this machine has spell check but please remember my first car was a Model T. All of us working together can do nothing but put our organization to the forefront of our nations Volunteer organization. Let us all resolve to complete the mission. Yes, I used the word volunteer! After that word that is used so often when people want to op out of a mission is another word I use-- COMMITMENT for that `s what you have done when you took the pledge, ran for office, said I DO (in the event you are married.) just a few of are commitments. Those on the gold side made a commitment and so did we on the silver side. Let us all be honorable and up-hold our commitments to the best of our abilities. Again I thank you one and all---it has been great---some stuff I will miss----some I will not--the FOURTH CORNERSTONE awaits. See you at the conference-----Bob

Finance

Ed Fahner, DSO-FN

After completing eight months of 2008, it appears the District will finish the year with \$55,300 in Revenues, \$57,900 of Expenses and a forecasted Deficit of \$2,600. Last year, we generated a surplus of \$12,700 from Revenues of \$59,400 and Expenses of \$46,700 for the year. We had a deficit of \$7,200 in 2006, after Revenues of \$54,900 and Expenses of \$62,100. We have surplus funds exceeding \$100,000 that will allow us to finance any deficits for several years. The District Board, at its meeting on 17 October, will be reviewing and approving a Budget for 2009.

This year, we expect 42 % of our income from Membership Dues, 35 % from Conference Revenues, 15 % from National Materials Center sales commissions and the balance from Interest earned on our invested funds. Conference Expenses are scheduled for 37% of our spending. Dues payments to National are forecasted to be 26 % of our expenses with Member Training and Member Awards, consuming another 17% of our funds.

Please feel free to contact me with any questions concerning District financial affairs.

Ed Fahner, DSO-FN

AUXILIARY FUNDING- SAME RULES, SAME OLD TUNE

Cont.

District 9 also pays for Auxiliary Fuel when an Auxiliarist completes an authorized patrol from orders issued in POMS. The Sector provides the accounting line for their respective fuel accounts to the Auxiliarist on patrol. A second accounting line must be provided to cover other items that the Auxiliary uses (ramp fees, ice, subsistence) that are paid for by the Coast Guard. These expenses must be paid out of the Sector/units 30 funds.

Surface Auxiliary Maintenance Funds (SAMA) are automatically calculated in POMS for each auxiliary surface facility that is accounted for in reports adjusted against the District Auxiliary Account.

Bottom line: District will pay for the fuel for orders issued in POMS as well as the SAMA that comes out of the District Auxiliary Account. The other expenses, (mileage for tow vehicle, ramp fees, ice, and subsistence) are paid from the Sector operating funds with a Sector accounting line that is used on the Auxiliary Patrol Order.

Of note, POMS should not be used to issue patrol orders for mobile radio facilities to trailer boats. Mobile radio facilities should be used as intended...as mobile radio facilities...not vehicles to tow boats or for conducting shore patrols. Trailering boats should be obligated against Sector operational funds, not Auxiliary funds that have been sent to the OTO. In the past, District attempted to provide some funding for: Auxiliary damage claims less than \$200; mileage or actual fuel costs for shoreside patrols using POVs; mileage or fuel

Greetings fellow members,

This year your ADSO-PAs have been hard at work. Many of them have provided their report in an article in this Currents. Look for them to learn about some of our various PA programs. Many thanks to each of them:

Press Releases and Special Events, Ron Aidikonis

Ron also served as our liaison for the National "Fit to Float" Campaign

Videography, Ryan Bank

Photography, David Given

City Proclamations, Nick Milissis

Internet Advancement (web), Ryan Bank

MDA/AWW, Ed Burns

Coast Guard Festival, Joe Sedlock

and

Coastie Program, Preston Long

Each of these areas of expertise is there to support your area programs and challenge you with best practices to assure success.

We will be presenting "How to Make your PA Display Inviting" as a workshop at the upcoming fall conference. You can view the static display all day Saturday, with a special presentation and Q&A during the scheduled workshop. Ron and Ryan were a hit at the spring "How to Market your PE Classes" so you will not want to miss their encore.

A great PA mission executed was the third annual Division 3 Color Guard joining forces with members of the 9CR color guard to present colors at the Auxiliary Memorial Service as well as the Grand Parade at the 2008 Coast Guard Festival in Grand Haven Michigan at the end of August. Bravo Zulu color guard team members!

I would like to heartwarmingly acknowledge and thank each member of the PA staff for their commitment to our 2008 success. Your ADSO-PAs, SO-PAs and FSO-PAs surely brought fresh ideas and direction to the mission.

On the east side of the lake, Joe Sedlock and members in his AOR were involved in PA Exhibits at West Marine, Grand Rapids Boat Show, Culvers Kids Day, Ottawa County Water Safety Day, Wal-Mart Water Safety Day, Grand Haven CG Station Open Houses and the Grand Haven City Marina Boat.

Some activities reported in the Chicago area by ADSO Aidikonis included re-launching PA site for Sector Lake Michigan, setting up a feature story on CBS for Station Milwaukee on Labor Day weekend/ Harley Davidson 105th anniversary, video shooting around Division 3 for a national ad campaign and coordinating with CG PA for a video about CG history for Station Wilmette Harbor visit of foreign military leaders.

This month, ADSO Nick Milissis released the newest PA initiative, The Auxiliary Proclamation Project. This program has already been successfully implemented by flotillas in our district and has, as a result, increased public interest and recruitment for those aux units. (See article in latest Navigator, page 25 at [HYPERLINK "http://www.auxadept.org/navigator/2008SUMMER.pdf"](http://www.auxadept.org/navigator/2008SUMMER.pdf) <http://www.auxadept.org/navigator/2008SUMMER.pdf>). He submitted the entire outline program to each flotilla and division and encouraged their follow up by contacting local representatives within their municipality.

Speaking of Navigator coverage, in the same issue, page 11, our local PA Trailer Project was recognized. Two articles in one issue...something worth noting!

PA is alive and well in and around the Milwaukee area with multiple events taking place throughout the season.

Our Coastie program is also gaining ground with 2 Coastie robots in our AOR and additional efforts to train qualified operators in all areas. The challenge with Coastie remains funding to send them to more and more events, something the board is addressing in the budgeting process.

Do not forget to call upon the PA department to assist you in promoting your programs. And please take a camera with you at all times. The Navigator and Currents are looking for your next story! Together we will promote and document the success of our four cornerstones as well as the Mission Execution of the Auxiliary in our region.

Respectfully Submitted,
Randy D. Podolsky
DSO-PA

9WR Division 3 Color Guard members Gies, Janney, Podolsky and vanGoethem join forces with 9CR color guard to present colors at the Grand Parade at 2008 CG Festival in Grand Haven, MI. They look mighty fine, don't they!



Present 3 year BCM Currency Maintenance RE-CERT Process

- 1 FSO MT and FSO IS check candidate records for hours
- 2 FSO MT or FC submits a request (Appendix G QE request form to AQEC)
- 3 AQEC assigns QE to the case
- 4 Student and QE assigned now work to find boats available and times(alternate time must be offered the QE to do check ride).
- 5 Juggle juggle schedules and times (QE and student) to get it done.
- 6 QE finally submits check ride Pass to OTO or WE START ALL OVER
- 7 OTO enters Pass into Aux-data and advises student they ok to work

Observations::

Hopefully no person in this chain is on vacation during the process.

Consider lag times in normal infor transfer

In colder climates, time avail. can be deterrent to efficiency

In these economic times, time of volunteers is, of necessity more and more precious

None of these steps improve the mission performance of quals..

Big??—What if that good candidate is in a Flotilla unit—weak in IS skills or not real OPS supportive.

What is the rescue procedure for this candidate??

None of the PROCESS steps above reinforce the HIGH quality of the mission training-eg:

Let's make the side x tow better or lets do the tow this way a 2nd time

I submit to you this preparation is punitive on the candidate and the FIX is:

Let candidate and QE AVAIL. HOOK UP and get it done—QE checks AUX-data for hours etc

do check ride same time as needed hours are made up—QE can easily see if candidate is capable—QE fires Pass to OTO or candidate told no PASS until all other requirements complete in AUX-DATA.

Check ride could even be done on regular safety patrol if Candidate is extra crewman==great learning experience for ALL ON BOARD,we used the KISS formula and had some fun and learning on a good WEATHER day.

Vessel Examination & Program Visitor

The following is an overall performance report through August, 2008 for the (VSC) Vessel Safety Check Program w/ (VEs) Vessel Examiners and the (RBSVP) Recreational Boating Safety Visitation Program w/(PVs) Program Visitors.

The VSC Program had a 6.0% increase in participating VEs in 2008 completing 3459 VSCs, that equates to a 34.0% decrease of completed VSCs from 2007. On the average the completed VSC per VEs in 2008 decreased 37.5.0% from 2007. The VSC entity follows the trend for most of the entities in the 9WR's Unit Summary as a whole.

The RBSVP (PV) Program had a 11.0% increase in participating PVs in 2008, completing 2584 (PPVs) Program Partner Visits, that equates to a 33.6% decrease of completed PPVs from 2007. With the decrease of PPVs, the average the completed PPVs per PV in 2007 decreased 41.5% from 2007. The RBSVP entity follows the trend for most of the entities in 9WR's Unit Summary as a whole.

Some of this may be due to a backlog of AUXDATA input.

With the above VSC & RBSVP Programs results, along with the decline in most of the entities in 9WR's Unit Summary as a whole, we as the 9WR Board & Staff need to take a hard look at the 2008 years end Unit Summary Reports, as to the direction we are going and what needs to be done to reverse these declining trends.

Respectfully submitted,
Roy E. Hundt

Why run for elected office? [Cont.](#)

As I mentioned in the beginning of this article, there are lots of reasons why people don't want to run for office. Hopefully I have given you a few reasons why you should. Active membership requires that we all take responsibility for improving our organization. Without people stepping up to lead, the Auxiliary will lose focus and programs will suffer. Over time, unit performance will decline and we will have failed in our key mission – bringing recreational boating safety programs to the public.

DO WE REMEMBER R.O.T.? WHERE IS IT NOW?

Times change, and styles change – but the desire to do a FIRST RATE job was instilled in us by those who have gone before us. Pictured here are members of Flotilla 32 (formerly 22-18) who were responsible for introducing the Coast Guard Auxiliary to the Midwest Boat Show.

“R.O.T.” was our acronym for Region On Top, when the Ninth Coast Guard District was split into three Auxiliary regions. Commodore John Sapp insisted that the Western Region would remain the R.O.T. of the D.O.T (District On Top of the Department of Transportation, formerly Department of Treasury.).

How many of these members still belong to the Auxiliary? When was the last time we solicited their input for projects? How many spouses of members are still recognized for their sacrifices?

Past Commodores are often recognized for their contributions – what about the members who served over the years? When a member dies, do we adequately reach out to the survivors to offer our thanks and condolences for their contributions?

It may be time to share our proud tradition with our newer members. Those who made the history are our best resources!

Written by PDCO Arthur Remus and Michael Scott, 9WR

Inset article from 9WR BEACON



EN 1 B. Humphreys, BM 3 T. Thatcher, D. Wyncott (FSO) 22-18, A. Danas (PVFC) 22-18, J. Palm (PFC) 22-18.

Joining Flotilla 22-18, DesPlaines, Illinois, R. Schiavon (FC) in creating a most impressive and eye catching display at the 1st Midwest Boat Show was the Coast Guard Air Station, Glenview under the command of CDR. W. Shaw and the Coast Guard BOSDET 09-1 Chicago under the command of Chief K. Flowers. The Midwest Boat Show was held at the Arlington Heights Convention Center in Arlington Heights, Ill.

The boat show producers provided space to Flotilla 22-18 thru the efforts of J. Palm (PFC) 22-18, however in order for 22-18 to receive this space they had to provide an attractive, professional type display. Immediately G. McCaffery (IPFC), J. Palm (PFC) with a team of 22-18 members met.

The results of this meeting and of their display space at this show are shown above. The U.S.C.G. Aux. insignia display was built by G. McCaffery (IPFC) 22-18.

The combined display received a tremendous amount of praise from the Boat Show producers and many of the other exhibitors including the personnel from the Navy Booth.

The Boat Show producers have extended an invitation to 22-18 and the Coast Guard to exhibit at the 1971 show.

9th (WR) R.O.T.

The 9th District (WR) started this their 1st year off with two ambitious and progressive membership training seminars.

The first seminar dealing with all subjects of Public Relations was held on January 24, 1970 followed by a two session S.A.R. seminar starting January 28, 1970. Both seminars were held at the Coast Guard Air Station, Glenview, Illinois, they were formulated by the respective DSO's working together with the other DSO's and with Coast Guard personnel.

The membership attending the Public Relations Seminar heard from some of the most knowledgeable and popular T.V., Radio, Magazine, Newspaper, advertising and photojournalism personnel available. Each speaker outlined the proper and best method of obtaining good coverage for a U.S. Coast Guard Auxiliary program.



This has proven to be a busy year for Auxiliary participation in Marine Safety activities in Sector Lake Michigan. The number of hours reported for Marine Safety and Marine Environmental Protection missions has increased fifteen percent from the same time last year. We are on course to have our most successful year ever in our Commercial Vessel Examination program, particularly with our Charter Boat inspections. This program is now active in three of the four Marine Safety field units within Sector Lake Michigan.

There is much more we can accomplish, however. A recent planning meeting at Marine Safety Unit (MSU) Chicago has highlighted areas where the Coast Guard seeks our assistance. Like most other MSU's, Chicago has a limited number of active-duty personnel who are responsible for much of the Coast Guard's regulatory activity in a large and active port area. As part of our responsibilities for assisting the Coast Guard with Maritime Domain Awareness (MDA), we should be focusing more of our efforts on observing and reporting what we see around the commercial waterfront. What MSU is specifically looking for are reports from our vessel facilities when on patrol.

As you may have noticed, our traditional safety patrols are now termed "Maritime Observation Missions" or, simply, MOM patrols. Observation can be quite an all-inclusive term. When we are on patrol, we should be observing not just what we see in or on the water, but also looking at the waterfront infrastructure. Do we see barges which are rafted together and obstructing the shipping channel? Are there any visible oil slicks? Do we see any charter boats which seem to have too many passengers on board? Do we see something which simply doesn't look right? Or, conversely, does everything appear normal? This is the sort of information which can, if sent in by trained observers, greatly assist MSU Chicago.

In order to train members to provide this sort of assistance, and to give them a basic introduction to the Marine Safety field, a training program for Assistant Harbor Safety Specialist (AUX-EK) will be started at MSU in early 2009. ADSO-MS's John Reinert and Harold Damron, along with representatives from MSU, plan to attend meetings of our Illinois divisions over the next several months to explain in more detail how this program will provide members with the skills and expertise to make a solid contribution to executing MSU Chicago's missions.

MSU would also like to train members to accompany active-duty personnel on visits to waterfront commercial facilities. MSU will provide training up to the same standard as their own Facility Inspectors, which will qualify our members as Assistant Facility Inspectors (AUX-EU).

Completion of these two training courses alone will provide almost half of the certifications needed to complete the Auxiliary Trident training program.

Another area of interest to MSU Chicago is for the Auxiliary to expand our Charter Boat exam program to their area. Once we have identified where most of the Illinois charter fleet is based, we will plan to have training scheduled for Uninspected Passenger Vessel Examiner (AUX-UPV).

While the Marine Safety program may be a mystery to many members, we now have concrete plans in place to allow interested members to work more directly with MSU sChicago. In addition to our visits to division meetings, plans and dates for specific training sessions will be sent to the membership via the MS officer chain. Any members interested in participating in the Marine Safety program are encouraged to contact John Reinert or Harold Damron via the MS officer chain.

How to Address Your Concerns Using the Chain of Leadership

By CAPT Barry P. Smith, USCG (Retired)
Chief Director of Auxiliary

Whether you've been in the Auxiliary for years or are new to the organization eventually you will have a question, concern, or idea you would like addressed. Hopefully, when you first entered the Auxiliary you received training on the proper way to obtain appropriate answers. As a new Auxiliarist myself, I recently received this training and I wanted to share with you some helpful information that may assist you in getting your questions answered expeditiously.

Most of the questions you might have are simple and can be answered by flotilla members. Sometimes, a question comes up that isn't easily answered and requires additional effort to find the answer. Who is the correct person to answer your question? What do you do if your question goes unanswered, or the question is not answered completely? If it is a contentious or sensitive issue, how can you get it addressed with the least amount of provocation?

The first thing I recommend you do is try to find the answer yourself. Numerous sources of information are available that can assist you in educating yourself. Regional and locally produced publications or nationally distributed publications such as the Navigator can help keep you informed. Two excellent sources of Auxiliary information are the Office of the Chief Director's site, [HYPERLINK "http://www.cgaux.info" \t "_blank" http://www.cgaux.info](http://www.cgaux.info) and the Auxiliary site, [HYPERLINK "http://nws.cgaux.org" \t "_blank" http://nws.cgaux.org](http://nws.cgaux.org).

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Member Training

Jim McInnis DSO-MT

There are a bunch of new items coming to the world of Auxiliary. It may seem as though the pace of changes has increased lately, and you may be right! Here are a few programs of note:

- ICS-210. The last of the ICS requirements, required for VCP and up, Coxswains or Pilots. This will not be an online class, it is a live workshop. ICS-300 is an acceptable substitute, if you've received that training through work or other sources. There are no Auxiliary instructors for this course, so we need Coast Guard personnel to assist. Four workshops are being presented at the Fall Conference, and I'm hoping to get a travelling road show over the winter. Contact your SO-MT if you have suggestions for dates or locations.
- AuxSCE. This class replaces AuxSAR in the AuxOp program. 9th Western Region has several instructors and we are ready to roll with the classes. If you've completed AuxSAR, you do not have to take this course but you might want to check it out! This is an excellent course on the planning and execution of a SAR case.
- AuxNav. The T department is updating AuxNav to utilize the new Weekend Navigator-based course. Keep an eye out for details coming in the near future.

MT is here to help units develop strong training programs. If you have suggestions, or questions, contact your SO-MT. I will try to share what appear to be hot topics with our MT officers. Sometimes a new program, or rumor, is going around that hasn't caught our attention.

Jim McInnis, DSO-MT

They contain a variety of information including publications, links, and search tools. If you don't have a computer at home, most public libraries have computers with internet access and a librarian can quickly show you how to access information. A helpful feature both sites contain is a contact section that allows you to submit a question via e-mail. I recently asked my staff to pose a question to each site to see how long it would take to get an answer. The question posed to the Auxiliary site was answered in an amazing 21 minutes. Both sites strive to make a response within 24 hours. Most Directors of Auxiliary (DIRAUX) maintain sites with features similar to the Chief Director and Auxiliary sites.

If you can't find the answer to your question on your own, I urge you to use your Chain of Leadership (COL). It is worth emphasizing the guidance in Chapter 1, Section C of the Auxiliary Manual, COMDTINST M16790.1F. The Auxiliary Manual can be easily found on the Chief Director's site in the Manuals section and this very important section states the following:

In the Auxiliary, the phrase "chain of leadership and management" describes a system of communication and responsibility providing for an effective and efficient path for relaying information through all organizational levels. The process is best described as a chain of leadership and management rather than a chain of command, as no military command authority exists.

Auxiliary elected leaders must convey policy accurately and consistently to Auxiliary unit members via the chain of leadership and management. Likewise, all Auxiliarists are expected to use the chain of leadership and management for giving and getting information and voicing appropriate concerns. All members should recognize that the elected leader's experience offers a great potential to solve problems.

When correspondence is submitted via another Auxiliary elected or appointed leader in the chain of leadership and management, that Auxiliarist is obligated to rapidly endorse and forward correspondence as required. Good leadership and management demand the existence of proper channels for Auxiliarists to follow and respect, except as otherwise provided or directed. This process assures that every activity is well monitored and carried out by the ablest members, prevents confusion and delay of actions, and allows for orderly and courteous flow of information.

Auxiliarists should keep in mind that the Director is a vital source of Coast Guard information who provides the latest guidance on special projects and routine Auxiliary administration. Auxiliarists must utilize the chain of leadership and management in communicating ideas, information, and requests. This process is important for the orderly conduct of organizational activities and is proven to actually speed work results, since many solutions are found directly at the flotilla or division leadership level (emphasis added).

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What does this reference from the Auxiliary manual boil down to? Auxiliarists, upon entry and when appointed to higher offices, “pledge to abide by the governing policies established by the Commandant.” Thus, Auxiliarists have pledged to make use of the chain of leadership to have questions, concerns, and ideas addressed. The chain of leadership is required to rapidly act on issues presented to them. What should an Auxiliarist do if they believe the COL is unresponsive, or is the source of the problem? The process to get a response is actually quite simple even if the COL is perceived as a problem. The following paragraphs explain how to best handle those situations.

The next step is to document your request in writing. Depending on the matter, an e-mail may suffice. If you choose to send an e-mail, I strongly recommend you send it to one individual only. Only include others on the e-mail if necessary and definitely do not send it to a distribution list. If you send a letter it should be clear, concise and include all information necessary to clearly explain the issue. Both e-mails and letters should be sent up the COL starting at the lowest level possible, and the COL is responsible for rapidly moving your correspondence up the chain as required. If you perceive a problem with the chain, I do not recommend automatically skipping a link in the chain or going outside of the chain.

Always allow sufficient time for action to be taken and try sending follow-up correspondence at least once more if required. If you do not get a response to your inquiry after writing twice don't give up, just move on to the next step. Send correspondence to the next level of the COL. When moving to this step, be sure to explain what actions have already been taken to get your issue resolved. Also, when moving up the COL, include the leader you are going above on the copy line. This informs them you are continuing your request for assistance - and you are not going outside the chain. You could continue this process up the chain to the National Commodore or beyond to the Commandant's Chief Director of Auxiliary, but going that far usually isn't necessary. If the links of the COL from the member to the Commandant are unfamiliar to you, I recommend you review figure 1-1 of the Auxiliary manual.

One point to remember is that sometimes the official response the COL provides to a question, concern, or idea isn't the one you may have hoped for. Thoughtful consideration must be given before requesting that the COL reconsider the issue. Unless there is additional information that substantially amplifies the issue, I don't recommend requesting a second look. When an official reply is made to an issue, it is normally upheld and supported if an appeal is made to a higher authority.

Here, in the Office of the Chief Director (CG-5421), we receive correspondence on a regular basis that Auxiliarists send to various government officials including the President, Congressmen, Senators, Cabinet Secretaries, Governors, and the Commandant. The questions range from very simple, such as uniform item questions, to complex funding

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and personnel issues. In most cases, the information that the individual sought could have been answered easily without seeking the aid of senior governmental officials. Additionally, by the time a letter is routed through official channels and is received in CG-5421 it has been in the system for some time, and we are tasked with a quick, "drop all we are doing to support others," reply in order to route it back through the system. There is a very formal process that must be followed when these letters are answered, and valuable staff time is taken away from other Auxiliary projects to answer what often are routine questions more appropriately directed to the COL. A letter routed "up" the Auxiliary COL allows more flexibility and research time than one being routed "down" from a Senator for immediate action. If a letter routed up the chain is received and requires research that will take more than a few days, I will send correspondence to the originator acknowledging receipt of the letter and inform them I will provide a thorough answer as soon as possible.

A common factor shared by the vast majority of the letters written to government officials answered by G-PCX is that they contain incomplete information, or inaccurate information. In some cases the issue is distorted enough that if the governmental official receiving the letter took the individual at their word, they might not get the "big picture" or might think the Coast Guard unworthy of their support. Unfortunately, the individual writing the letter seldom has all of the facts. Even well intentioned letters to government officials can have adverse effects. For instance, requests for funding for a specific Auxiliary initiative can cause funds to be cut from another Auxiliary or Coast Guard project. That is one reason the COL is so important, so we can coordinate efforts to ensure funding for the projects most beneficial to the Auxiliary.

There are times when seeking the aid of a senior government official to resolve an issue is the right course of action – especially if the COL is not responsive. This article is not an attempt to discourage the choice to take that action, but it should be regarded as a remedy of last resort. I encourage you to send the National Commodore or myself a note outlining your concern, and allow us an opportunity to respond to it before going to your Congressman or the President. My personal experience as an active duty Coast Guardsman and as an Auxiliarist supports my belief that the Chain of Command and Chain of Leadership when given the opportunity will take appropriate action to meet the needs of its members and support the best interests of the organization. I encourage you to follow the procedures I have outlined to have your questions, concerns, or ideas addressed. Semper Paratus – and have a great Coast Guard day.

CAPT Barry P. Smith, USCG (Retired)
Chief Director of Auxiliary

REPORT ON U.S. COAST GUARD AUXILIARY PARTICIPATION AT EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA) AIRVENTURE 2008 AT OSHKOSH, WI.

This years EAA participation by the Coast Guard/Coast Guard Auxiliary was interesting. Station Sheboygan was able to get (1) BUI with some help from auxiliary members, (40) boardings, and we had (2) cases. We launched (1) facility with no drain plug (no damage incurred) and had one trailer bearing give out (while enroute to Oshkosh) sending the tire into a field. Once again no damage, thanks to twin axle.

We got our support from many levels. National- supplied the booth display back drop & shipping cost. District- paid for the (4) dorm rooms at UW Oshkosh where auxiliariast that come from a far stay while participating with us. They also gave us a \$500.00 budget this year. With that money we were able to purchase equipment that will last us many years of EAA and other events. Sector-provided radio & antenna, and a van for transportation of people and equipment around the area. Division- provided a \$150.00 budget used mainly for refreshments during the week. Station Sheboygan provided water for the troops and a law enforcement presence round the security zone at the Sea Plane Base.

This year we had 132 planes register at the Sea Plane Base. In previous years we've had 75. That kept us busy enforcing the Security Zone and ensuring the safety of planes transiting the area. The EAA grounds had about 800,000 attendees. That's allot of people going past our recruiting booth in building A. Coastie was also at the booth for several days of the Airventure He was a big hit!! We were lucky enough to have a Helicopter from Elizabeth City at the convention all week.

I know the "BIG CHEESES" (what else would I call them being from Wisconsin) like to see numbers so here are some. We patrolled Monday-Sunday 9a-8p. We accumulated approximately 462 patrol hours using 8 auxiliary facilities during the week. 152 hours of watch standing. Our booth was manned from 9a-5p. Approximately 168 hours of public affairs. We had 5 members from District 5 and also members from the Air Flotilla in Chicago assist with manning the booth. There was also 10 VE's completed during the week.

This was our first year for EAA being under the order issuing authority of Station Sheboygan and OIC Chief Evans. Chief Evans and his personnel helped create a very smooth running operation this year. One coxswain commented that this was the best run EAA operation he has seen in the past 5 years he has been coming to it. Thank you Station Sheboygan Team!

would like to point out that this operation, at Oshkosh, WI. is the only known Auxiliary operation, in the country, that goes for almost 12 hours a day for 7 days in a row. That is quite a challenge. There are a lot of dedicated auxiliariast that come and work at EAA each year, and they keep coming back.

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At EAA 2009 we are going to try and get more support from National Auxiliary Program in the form of funding and literature. This year the Branch Chief for this operation was never heard from and the National Representative ,on orders at EAA, was never seen by me. We are also going to look at getting more facilities for patrols and possibly expanding the number of regular Coast Guard vessels at EAA especially Thursday through Saturday.

When things are quiet, like this year was, it is considered a good year for us. Hopefully Airventure 2009 will have a "GOOD YEAR".

If anyone has questions or comments about this years EAA, please either e-mail me at:
mhopfens@ci.menasha.wi.us

Thank You

Michael A. Hopfensperger
U.S. Coast Guard Auxiliary
9th Western EAA Coordinator
BA-OAR



Memoriam

***With regret and deep sorrow,
we report the death of the
following Auxiliarists.***

***Members of the Ninth
Western Region extend
our deepest sympathy.***

Leonard March - Div. 3

Cyril Bertram - Div. 4

Claude Hribal - Div. 4

Carol VanHouten - Div. 4

Pamela Makris - Div. 7

Thomas Capps - Div. 18

Edward Batka - Div. 20

AUXCOM

20-01 GEORGE T. CUMMINGS
20-01 KATHLEEN L. FIX
20-01 DAVID C. GUMMERE
20-01 RUTH A. RING
20-01 MARY ELLEN SALENSKI
20-01 ROGER M. STARK
20-08 JONATHAN ROYER
20-08 CYNTHIA O. FANT
02-04 MICHAEL R. FOLEY
02-04 JANICE L. FOLEY
02-06 BRIJ M. BHARTEY
02-10 JOSEPH M. CONTE
02-10 JEROME F. SENTOWSKI
02-10 FRANK AVINO, JR.
02-10 ROBERT T. AGOSTO
03-02 CHARLES H. HAGUE
03-06 NICOLAUS J. BRUNS

AUXWEA

02-12 DAVID B. BOSSERT
05-01 PAMELA A. MUNDLING
05-06 PATRICIA S. GENSEMER
05-06 SCOTT A. GENSEMER
05-17 THOMAS J. DEAU
05-17 RANDALL G. HARVEY
07-07 THOMAS J. MULLALLY
07-07 EDWIN A. HOOVER

AUXSAR

07-11 EUGENE J. RUTKOWSKI
03-08 RONALD W. DZIAGWA
03-05 RANDY D. PODOLSKY

AUXPAT

05-06 THEODORE D. PALMISANO
20-01 LEO E. FIX
20-01 KATHLEEN L. FIX
20-01 GEORGE T. CUMMINS

AUXSEA

20-01 JOHN R. LAKE
20-01 ERIC A. CURRIN
20-01 KATHLEEN L. FIX
20-01 DAVID C. GUMMERE
20-01 GEORGE T. CUMMINGS
20-01 MARY ELLEN SALENSKI

AUXACN-A

03-06 RYAN C. BANK
03-02 ROBERT W. RECZEK
03-06 AMELIA C. SEELEY

VESSEL EXAMINER

03-02	CHARLES H. HAGUE
09-09	CHARLES L. CAPPELLO
03-09	KENNETH J. CALI
03-09	THOMAS W. KRUEGER
10-11	JANICE L. JONES
04-02	JULIE L. SOWERS
04-02	TIMOTHY W. SOWERS
18-02	JEFFREY JOHN FISCHER
04-02	PAUL J. MASON
03-09	KENNETH H. FETT
04-07	JAMES LEO GOODMAN
04-07	RICHARD A. McCULLOUGH
07-09	JOHN T. MANHIRE
18-01	ROBERT E. McALEAR
07-01	ANDREW J. KERLEY
04-06	KATHY ANN HAEGELE
05-17	RANDOLPH W. CORNELL
05-01	TIMOTHY G. CAUFIELD
09-10	DIANN SUSAN KIESEL
20-07	BRIAN K. HARTLY
04-06	RICHARD DALE SAXBY
07-09	WILLIAM RUSSELL
02-06	PAMELA R. HUCK
09-10	STEFAN W. PETERSON
09-08	GERALD F. MEYER
01-01	ALLEN BATES
01-11	ARTHUR M. HELLER
07-04	JOHN R. CMIEL

ADMINISTRATIVE PROCEEDURES

07-02	KENNETH C. DOLE
05-06	THEODORE D. PALMISANO
05-17	PAUL E. NEUMILLER

ADMINISTRATIVE PROCEEDURES cont.

05-17	CHARLES T. HILL
05-17	JOSEPH H. ABLER
07-03	ROY E. BONUS

PROGRAM VISITOR

03-09	THOMAS W. KRUEGER
09-09	CINDY L. CAPPELLO
20-04	RONALD L. RINEHART
04-07	JAMES LEO GOODMAN
05-06	THEODORE D. PALMISANO
04-06	RICHARD DALE SAXBY
04-06	KATHY ANN HAEGELE
10-11	JANICE L. JONES
18-03	FRANCIS JOHN TILTON
09-08	GERALD F. MEYER
07-04	JOHN R. CMIEL

INSTRUCTOR

03-09	THOMAS W. KRUEGER
03-02	CHARLES H. HAGUE
07-09	JOHN T. MANHIRE
07-01	ANDREW J. KERLEY
03-05	ALEX W. KYLE
04-06	JERRY J. HAEGELE
07-11	JOE D. SPAULDING
09-10	JAMES R. KIEHL
20-06	FRANK P. LONGMORE
10-11	MICHAEL H. JACOBSON
09-10	DIANN SUSAN KIESEL
05-17	THOMAS J. DEAU

FINGERPRINT TECH

04-07	VALERIE D. HALLAM
03-09	KENNETH J. CALI
03-08	RONALD W. DZIAGWA
04-02	TIMOTHY W. SOWERS
10-15	HAROLD R. DAMRON
20-01	DAVID C. GUMMERE
20-05	JOHN O. WETTERHOLT

**US AUXILIARY COAST GUARD TAKES
TO THE SEAS WITH THE CREW OF THE BERWICK LIFE BOAT**

"BERWICK LIFE BOAT STATION RECENTLY PLAYED HOST TO AN AMERICAN AUXILIARY COASTGUARD. OTTO MACHACEK WAS HOLIDAYING WITH FRIENDS OF THE BERWICK RNLi PRESIDENT IAN HAY, NEWLY APPOINTED SHERIFF OF BERWICK BOUROUGH.

HAVING HAD AN EXTENSIVE TOUR OF THE STATION AND BEING TOLD OF ITS HISTORY, MR. MACHACEK WENT OUT WITH THE CREW OF THE ALL WEATHER LIFE BOAT. UPON HIS RETURN HE WAS PRESENTED WITH AN RNLi PLAQUE AND OTHER MOMENTOS.

HIS DAY WAS ROUNDED OFF WITH A VISIT TO THE GUILD HALL AND WAS PRESENTED TO THE BOUROUGH CIVIC PARTY."

FIRST, WHERE IS BERWICK UPON THE TWEED? BERWICK IS THE NORTHERN MOST TOWN IN ENGLAND, ON THE EAST COAST, AND IS LOCATED ON THE ENGLISH SCOTTISH BORDER. IT IS CENTURIES OLD AND HOLDS AN EXTREMELY UNIQUE POSITION IN ENGLISH, SCOTTISH HISTORY. (SEE WIKIPEDIA WEB SITE, "BERWICK UPON THE TWEED").

SECOND. WHO AND WHAT IS THE RNLi? THE ROYAL NATIONAL LIFE BOAT INSTITUTE IS OUR COUNTERPART IN THE UNITED KINGDOM AND THE REPUBLIC OF IRELAND. THEY PREDATE US BY MORE THEN A HUNDRED YEARS GOING BACK TO 1824. THEIR HERITAGE IS A PROUD ONE OF SAVING THE LIVES OF THOUSANDS IN THE ATLANTIC OCEAN, THE NORTH SEA, THE IRISH SEA, AND THE ENGLISH CHANNEL. THEIR HISTORY CAN'T BE SUMMERIZED INTO A FEW WORDS. PLEASE GO TO THE RNLi WEB SITE FOR FURTHER INFORMATION.

US auxiliary coastguard takes to the seas with the crew of Berwick lifeboat



BERWICK lifeboat station recently played host to an American auxiliary coastguard. Otto Machacek was holidaying with relatives of Berwick RNLi president Ian Hay, newly appointed Sheriff of Berwick Borough. On hearing of Mr Hay's involvement with the lifeboat, Mr Machacek was keen to see how an RNLi station is run. Unlike the US Coastguard, which is government funded, all fun for the RNLi is donated and they are all volunteers. Having had an extensive tour of the station and heard of its history, Mr Machacek went with the crew of an all-weather lifeboat. On his return he presented with an RNLi plaque for his Coastguard station. Crystal Lake in Illinois. His day was rounded off with a visit to the Guild where he was presented to the borough civic party.

AGE Concern Northumberland
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American auxiliary coastguard Otto Machacek tries out Berwick's RNLi all-weather lifeboat.

THIRD. WHO IS OTTO MACHACEK AND WHAT IS HE DOING PILOTING AN ALMOST TWO MILLION DOLLAR "MERSEY" CLASS LIFE BOAT OUT OF THE RIVER TWEED ESTUARY INTO THE NORTH SEA? MY NAME IS OTTO MACHACEK, I'M THE FLOTILLA PUBLIC AFFAIRS OFFICER FOR FLOTILLA 6, DIVISION 7 DISTRICT 095 GREAT LAKES REGION.

MY WIFE AND I WERE VISITING FRIENDS IN ENGLAND AND THROUGH SOME REALLY UNUSUAL CIRCUMSTANCES I FOUND MYSELF
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AS A GUEST OF THE BERWICK LIFE BOAT STATION. I WAS NOT ONLY ASKED TO JOIN THEM ON THEIR MONTHLY PRACTISE EXERCISE, BUT TO PILOT THE LIFE BOAT OUT OF THE BOAT HOUSE, INTO THE RIVER TWEED, OUT OF THE ESTUARY AND INTO THE NORTH SEA.



AFTER BEING SHOWN THEIR VERY IMPRESSIVE OFFICE AND TRAINING FACILITIES, THEY HAVE A MOBILE CLASS ROOM COMPUTER EQUIPPED THAT GOES FROM LIFE BOAT STATION TO LIFE BOAT STATION; I WAS TAKEN OVER TO THE BOAT HOUSE. I THOUGHT I WAS JUST GOING FOR A BOAT RIDE THAT I WOULD RECORD AND HAVE AS A FANTASTIC MEMORY.

I WAS SITTING ON THE BOW, WAITING FOR LAUNCH, VIDEO CAMERA AT THE READY, WHEN THE COXWAIN, RAYMOND KAROLEWSKI, ASKED ME TO TAKE THE BOAT OUT. NEEDLESS TO SAY I WAS MORE THEN SURPRISED, I IMMEDIATELY ACCEPTED HIS OFFER. THE BOAT WAS ON THE RAMP, I TOOK THE HELM, THE CABLE WAS RELEASED AND WE SLID INTO THE RIVER TWEED. TWO TURNS TO PORT AND I WAS ON MY WAY OUT THE RIVER TO THE NORTH SEA. FORTUANETLY IT WAS LOW TIDE AND THE CHANNEL OUT

WAS OBVIOUS. IT WOULD HAVE BEEN REALLY EMBARRASSING TO HAVE BEACHED IT! I MADE IT SAFELY OUT THE ESTUARY INTO THE NORTH SEA, WHEN THE COXWAIN HOLLARED, "MAN OVERBOARD", SPRINGING INTO ACTION AND SWINGING HER HARD TO STARBOARD WE MADE IT BACK TO THE CASUALTY, AND GOT HIM, ER, IT BACK ON BOARD. THE RATHER LARGE BUMPER SUFFERED NO ILL AFFECTS FROM ITS ORDEAL AND WAS IMMEDIATELY PUT BACK IN SERVICE.

AFTER ROUGHLY AN HOUR ON THE WATER WE TOOK HER BACK TO THE BOAT HOUSE. IT WAS AN EXPERIENCE I'LL NEVER FORGET. ALL I COULD DO WAS THANK RAYMOND KAROLEWSKI, THE COXWAIN, FOR LETTING ME HANDLE HIS CHARGE, AND W. T. WAKENSHAW, THE LIFE BOAT STATION MANAGER AND LAUNCH DIRECTOR, FOR ALLOWING ME TO TAKE PART IN THEIR MONTHLY TRAINING EXERCISE.

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A LITTLE NOMENCLATURE, THE BERWICK LIFE BOAT, "THE JOY AND CHARLES BEEBY", IS A MERSEY CLASS ALL WEATHER, 12 METER SELF-RIGHTING LIFEBOAT. IT'S POWERED BY TWIN CATAPILLAR DIESELS TURNING CONTRA ROTATING PROPELLERS LOCATED IN PROTECTIVE TUNNELS TO ALLOW RAMP LAUNCHING. IT HAS A TOP SPEED OF 17 KNOTS AND A RANGE OF 140 NAUTICAL MILES AND WEIGHS APPROXIMATELY 13 TONS. ANOTHER INTERESTING FEATURE IS A 360-DEGREE SCALE ON THE HELM STATION THAT'S ATTACHED TO THE RUDDER SO YOU ALWAYS KNOW WHERE THE RUDDER IS POINTING. IT ALSO HELPS TO BE ABLE TO PUT IT INTO THE NEUTRAL POSITION WHEN YOU'RE STEERING WITH THE ENGINES.



AFTER A ROUND OF PICTURES AT THE BOAT HOUSE, I WAS TAKEN TO THE, CENTURIES OLD, TOWN GUILD HALL. I THOUGHT I WAS JUST GOING TO THE JAIL, (MUESUEM), TO SEE HOW THEY HANDLED PRISONERS IN THE 16TH CENTURY. TO MY SURPRISE A

RECEPTION WAS PUT TOGETHER IN MY HONOR. THE MAYOR, HER HONOR, HAZEL BETTISON, EVEN THOUGH QUITE A LADY AND THE 744RD MAYOR OF BERWICK, IS STILL REFERRED TO AS HIS HONOR, AND IAN HAY, THE 744RD SHERIFF OF THE BOROUGH AND THE QUEEN'S REPRESENTATIVE, WERE DRESSED IN THEIR FORMAL REGALLIA. THEY WARMLY GREETED ME AND WELCOMED ME TO BERWICK, AND PRESENTED ME WITH MORE MOMENTOS OF MY VISIT. PICTURES WERE TAKEN, AND I WENT ON A TOUR OF THE 3RD FLOOR 16TH CENTURY JAIL WHERE MY HAND WAS STAMPED, (IN THE 16TH CENTURY IT WOULD HAVE BEEN BRANDED), TO SEND ME TO THE PENAL COLONY IN AUSTRALIA. THEN WITH THE MAYOR THE SHERIFF, THEIR CONSORTS, AND MY GOOD ENGLISH FRIENDS, WE FINISHED THE EVENING AT A NAUTICAL PUB CALLED THE PILOT, LISTENING TO FINE LOCAL FOLK MUSIC, ENJOYING GOOD CONVERSATION AND GREAT ENGLISH ALE.



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WHEN I WOKE THE NEXT MORNING WITH A VIEW OF THE NORTH SEA AND SEEING FLOCKS OF SHEEP ON THE HILLSIDE, I HAD TO PINCH MYSELF AND ASK, DID YESTERDAY REALLY HAPPEN?

THE PEOPLE I MET, THE RNLI CREW MEMBERS, THE MAYOR, THE SHERIFF ALL TREATED ME LIKE A VISITING DIGNITARY. IT WAS AN INCREDIBLE EXPERIENCE.

IF ANYONE HAS THE OPPORTUNITY TO TRAVEL TO THE UK, OR THE REPUBLIC OF IRELAND, GO TO THE RNLI WEBSITE AND FIND A LIFEBOAT STATION NEAR WHERE YOU ARE GOING TO VISIT. CONTACT THEM, LET THEM KNOW WHO YOU ARE, AND ASK IF YOU CAN PAY THEM A VISIT. GUARENTEED IT WILL BE WELL WORTH YOUR TIME.

OTTO MACHACEK, FSO PA 7-6



RIGHT TO LEFT:
WT WAKENSHAW, SHERIFF IAN HAY,
MYSELF & MAYOR HAZEL BETTISON

MUNICIPAL PROCLAMATIONS

An effective way to raise awareness for the auxiliary missions and promote recruitment.

By Nicholas Milissis, ADSO-PA

This is the time for the auxiliary to look at more unconventional ways for promoting its mission and stimulating recruitment of new members. Although our traditional methods are still relied upon, we must always keep an eye on the future and continue to reinvent ourselves if we are to keep our organization healthy and growing. It is with this spirit that our district's PA staff has unveiled its Municipal Proclamations Program.



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This program started as an idea from my flotilla (095-7-9) which has been based in Park Ridge, IL for almost 35 years. We had hit a recruitment slump and I thought we needed to drum up some interest for our unit and our organization in general. I decided to contact a friend and fellow Park Ridgean for help. I e-mailed my alderman, Richard DiPietro (City of Park Ridge, 2nd Ward), and informed him of my status as a proud member of one of America's best volunteer organizations. Earlier, I had obtained from the Auxiliary National Public Affairs website some resources that allowed me to prepare a brief presentation for him. It outlined the Auxiliary's myriad and worthwhile missions and the hours its thousands of members volunteered to support the Coast Guard. I showed this to the Alderman and asked whether it would be possible for the Park Ridge City Council to issue a proclamation recognizing our flotilla and, by extension, both the Auxiliary and the Coast Guard. He was very enthusiastic about pursuing the matter. A few days later, a city staffer contacted me with the good news that the Council had voted in favor of issuing the proclamation at its next meeting. The entire FL-79 membership was invited to attend the formal presentation at City Hall.

Paula Wix, IPFC-79 (then-FC), suggested setting up a booth with brochures and posters outside the Council chamber so attendees could get a better idea of what the Auxiliary does. We agreed that everyone would show up in uniform in order to make a good impression for our organization. Commodore Richard Runde, DCO (then-VCO), Randy Podolsky, VCO (then-RCO), and, Howard Leschke, DCP-7, came to support our flotilla on Proclamation Day. Luckily, the ceremony was scheduled on the same day that an important ordinance was to be discussed, so the room was filled with residents. Park Ridge Mayor Howard Frimark read the proclamation, the wording of which included verbiage based on information from the PA web site. He asked the Auxiliarists to rise and be recognized by the Council and spectators, all of whom applauded and thanked us for our work. The proclamation was presented to Wix, who said a few words about the Auxiliary and its mission. That led many people to approach us after the meeting, asking about the Auxiliary and how to join. A local reporter at the meeting published details about our monthly flotilla meetings. As a result, steady streams of prospective members have come and, subsequently, joined the Auxiliary. Podolsky liked the idea and the results it produced so much that he decided to spread the strategy throughout D9WR. The goal is to have each flotilla recognized by the governing body of the community in which it meets. The first success of this strategy was achieved in Waukegan, Ill., which issued a proclamation on behalf of the city's local flotilla. Although this effort might seem self-serving the primary motivation behind it is to increase public awareness of the Auxiliary, and to use public occasions – such as proclamation promulgations – to promote recruitment. All FSO's and SO's in the district have now received information on how to participate in this program and how to use the publicity it generates. Our goal is to get each flotilla in our district recognized by its home municipality.

For more information contact Nicholas Milissis at milissis@aol.com or 847-877-0983.

Safe Boating Class for the US NAVY

This spring Flotilla 35 9th Western Region Waukegan Illinois received a request from the US Navy to provide a boating safety course for about 600 members of their staff at the Recruit Training Command located in Great Lakes Illinois. The class was to be part of their semi-annual Safety Stand Down for 2008. Program organizers choose their annual safety topics for the Safety Stand Downs based on accidents occurring the previous year. A boating accident had unfortunately claimed the life of a staff member. This Safety Stand down had additional importance because of an upcoming surge in recruits.

The course was taught by an ole Navy man himself, Auxiliarist Steve Smith (Flotilla 35, ADSO-OP) AKA "Smitty." Boating safety classes can sometimes be a little boring to those not engaged in the sport; but in this case it wasn't at all. Smitty got their attention right away by telling them "it was nice to be back." He had left Kentucky in 1955 to come to Great Lakes as a recruit. After seeing the world through "naval glasses," he finished his career in the Navy at the Great Lakes Service School Command in 1974, serving as an Electrical Technician Chief. Once this was said it seemed some ears perked up a little, after all he was one of them.

Smitty kept their attention throughout the class with his Kentucky good ole boy story-telling teaching method. Being there with Smitty, I could say they all enjoyed the class and learned at least a thing or two about Boating Safely.



After the class Commander Beldo, USN Command Master Chief, Naval Service Training Command Great Lakes presented Smitty with a gold Commanding Officer Medallion in appreciation for teaching the class. This inter-agency cooperation and support is sure to make the Naval crews and Cadets "Semper Paratus" for the coming years boating activities. And who knows, some day we might even need to ask them for a tow!

Ron Aidikonis FSO-PA, 35 9th Western

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