

CURRENTS

UNITED STATES COAST GUARD AUXILIARY • 9TH DISTRICT, WESTERN REGION

FALL 2010

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The Borders We Build Between Ourselves Are the Toughest Ones to Cross!

RANDY D. PODOLSKY, COMMODORE, NINTH WESTERN REGION

Greetings fellow Officers and Members and Coast Guard personnel,

As this is my last Currents perspective during my term as Commodore, I am pondering, “What is the future of leadership” in the Ninth Western Region and the Auxiliary.

To me, leadership reflects the character of the individual, both in terms of integrity and dedication. Our core values speak to this in “Honor, Respect and Devotion to Duty.” But speaking of core values is not enough. Deeds over words are needed to assure that the integrity of the office, and our organization as a whole, remain solid for years to come.

During these past 2 years I have endeavored to provide vision, guidance and mentoring to our board and staff. I focused on the strengths weaknesses, opportunities and threats that we faced. I feel blessed to be supported by a host of talented and equally dedicated officers and staff, and am thankful for your service. Together we were better!

As my term as DCO winds down, I ask myself if I can stand tall knowing that the office I occupied was left in better condition than when I assumed it. To this I feel the answer is yes. But one person or a few did not accomplish this. We all did, so my thanks as well to each of our members, Coast Guard personnel, active duty, reserves and civilians alike, for their part in making 9th Western Region the recognized success that it is. Each positive contributing action, large and small, is a part of our measurable impact.

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The Borders We Build Between Ourselves Are the Toughest Ones to Cross!

Continued from page 1

No success is undertaken without its challenges. The ills of an all-volunteer organization can take their toll. So to those who held firm in our standards and professionalism, my sincere thanks to you as well. Bravo Zulu for making our pledge to the US Coast Guard Auxiliary a reality!

So what is leadership, and how we will assure that our future leaders have what it takes to keep the ship on course and be steady at the helm? How can we evaluate our choices, and measure their success? I offer these observations believing that good leaders need to:

- Have moral courage and stability
- Be willing to take risks
- Have vision
- Be accountable for their actions
- Be able to manage in crisis
- Have passion and compassion
- Be sensitive and have a thick skin
- And last, but not least, be able to listen!

We have many courses in the Auxiliary intending to teach leadership. Some would argue that leadership is a born trait and cannot be taught. Others would suggest that nurturing and developing skills could create better leaders. I believe in both. Building on ones natural skill sets, by providing techniques for better leadership and evaluating risks, can improve ones success rate for leading an organization such as ours. Leaders must be able to not only impart their vision, but also sell it to those who need to buy-in and execute the plan. The tools available to us to become better leaders are not to be ignored.

It goes without saying (but I will anyway) that we are no easy bunch to lead some days. The leaders we select must be willing to impose consistent and often changing rules equitably upon all members. No cronyism, not favorites and no fears of repercussions.

Lastly, a good leader must be capable of bringing people together. No borders or differences should get in the way. Working as one cohesive force is a must. Mutual respect and cooperation is the key.

For as long as I have been in Auxiliary leadership positions, I have strived to break our borders down. Sharing assets amongst fellow flotillas, bring flotillas and divisions together and, establishing strong working relationships with other districts and our Coast Guard partners. As long as we stand together as one with the same goals in mind, we will be inseparable and successful.

When it comes time to select your next leaders, at whatever unit level you cast your vote, please be certain that individual possesses the traits of a good leader. After all, I think it is great that all our members get to vote for their leaders, and the ones you select today may be running for higher office down the road. Choose wisely!

Once again my sincere thanks to each and every one of you that serve and stand-up for a better Coast Guard Auxiliary. You make a difference, and it shows in 9th Western Region! Thank you for this amazing opportunity to stand along side you during these past 2 years. I will be forever grateful.

Semper Paratus.

Randy D. Podolsky
Commodore



RANDY D. PODOLSKY
DCO

P.S.

Please report all your completed hours and missions ASAP! Use the new 7029h online form too.

**Ninth Western Region
Executive Committee — 2010**

| | |
|--------------|-------------------|
| DCO..... | Randy D. Podolsky |
| DCOS..... | Ed Ross |
| DCAPT-W..... | Roy Hundt |
| DCAPT-S..... | Ted Dawson Jr. |
| DCAPT-E..... | Bob Higginson |

9WR Division Captains — 2010

| | |
|--------------|---------------------|
| DCDR 31..... | Mary Ellen Salenski |
| DCDR 33..... | Tom Lewis |
| DCDR 35..... | David Bossert |
| DCDR 37..... | Earl Gough |
| DCDR 39..... | Bob Auchinleck Jr. |
| DCDR 41..... | Mary Kobrow |
| DCDR 43..... | Tim Hoffman |
| DCDR 45..... | John Linder |
| DCDR 47..... | Brian Pigeon |

9WR District Directorate Chiefs — 2010

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|------------|---------------------|
| DDC-A..... | Ronald J. Aidikonis |
| DDC-B..... | Roy Hundt |
| DDC-L..... | Kate Steimel |
| DDC-P..... | Norman Pearce |
| DDC-R..... | John Van Dinter |

9WR District Staff Officers — 2010

| | |
|-------------|----------------------|
| DSO-AV..... | Chuck Hagerman |
| DSO..... | Jim Fellers |
| DSO-CM..... | Michael Wiedel |
| DSO-CS..... | Amy Seeley |
| DSO-FN..... | Edward Fahrner |
| DSO-IS..... | Thomas Lewis |
| DSO-LP..... | Bob Egan |
| DSO-MA..... | Brian Pigeon |
| DSO-MS..... | Norman Pearce |
| DSO-MT..... | Craig Lake |
| DSO-NS..... | Jim McInnis |
| DSO-OP..... | Jay Staggs |
| DSO-PA..... | Ron Aidikonis |
| DSO-PB..... | Jerry Heitschmidt |
| DSO-PE..... | Dr. Timothy Caufield |
| DSO-HR..... | Kate Steimel |
| DSO-PV..... | Robert O’Laughlin |
| DSO-VE..... | Brian Hinton |
| DSO-SR..... | Linda Hundt |
| DSO-SL..... | Robert Egan |

D-AD: Commodore Aids
Rick McNulty, Bob O’Laughlin, John Bruhn,
John McDonald, Ron Aidikonis

CRC Civil Rights Coordinator Robert Egan

U.S. Coast Guard, Ninth District

| | |
|--------------------------------------|----------------------|
| District Commander..... | RDML Michael Parks |
| Sector Commander..... | CAPT Luann Barndt |
| Director of Auxiliary..... | CDR Karl Willis |
| Assistant Director of Auxiliary..... | Mr. Paul Barlow |
| Operations and Training Officer..... | CWO Mark Stevens |
| Operations and Training Officer..... | Chief Justin Sperber |

**D A T E S
TO REMEMBER**

Please save the dates for the
9WR conferences as follows:

- March 31 – April 3, 2011
Training Symposium 2,
Pontiac, Michigan
(including a 9WR board meeting)
- October 14-16, 2011, *Tentative*

EDITOR’S NOTE:

Hello all, please consider contributing to the next issue of *Currents*, both photos with appropriate caption and articles are accepted. Hold on to your submissions until further request for the 2011 DSO-PB. For those of you who have contributed the past two years, thank you.

JERRY HEITSCHMIDT
DSO-PB



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Charting the Course for 2011

By the time you receive your copy of Currents, each voting member of the bridge will have gotten a copy of my proposed Strategic Plan for 2011. I encourage you to contact your Flotilla Commander and have your FC contact the Division Commander to bring this Strategic Plan to your Flotilla meeting for discussion. If, I am elected to serve you as District Commodore in 2011/2012, this plan will be the foundation on which the Flotilla and Division business plans will be built.

The five planks of the plan are:

- A. Procedural guidance and implementation.
- B. Life changes due to aging in the inactive members
- C. Funding/Economics
- D. Aligning Ethical Conduct with expectations.
- E. Aligning expectations with physical capabilities.

The SWOT analysis at the Spring Conference identified the above five as major concerns of the members. The Strategic Plan charts a course to the development of business plans at the Division and Flotilla levels. These business plans will take the vision contained in the Strategic plan and develop a business plan that serves all members. These plans will contain goals that are measurable and reachable.

This plan, like all other plans, is not perfect. However, it is a starting point for the Divisions and Flotilla's to take command of their area of responsibility and to start to have more control over local issues, settle issues at the lowest level.



ED ROSS
DCOS

My goal is to have the Bridge adopt this Strategic Plan and make it a living document with input and updating from the members every year. This would be under the direction of the District Chief of Staff and by direction of the District Commodore.

My expectation is that this will get input from the members, break down additional barriers, bring us closer as shipmates and develop a continuation of the development of leadership that was started in the Modernization Plan and keep it as a living document. We will have continuity of vision and leadership at all levels. We must be willing to work today for the benefit of future generations. Will future generations look at our deeds and say that we did the Right Thing for The Auxiliary?

SAR Event on the Chain-O-Lakes

KEVIN FARRELL, FSO-MT 41-11

It was a hot and humid afternoon on Thursday, August 19th, 2010 when Auxiliarists Kevin Farrell, Marlene and Alan Janetka and Larry Hulina departed on what was expected to be a routine 3 or 4 hour Safety and Training Patrol on the Fox Lake Chain-O-Lakes. With a later than normal start, we all expected to be out a little after sunset on this patrol, but never thought we'd arrive home early the next morning.

As our patrol started (around 1600) from our home port, Bald Knob Marina, seas were relatively calm, temperature was around 87 degrees, and traffic was fairly light. It remained that way for the first hour or so and then the chain started to pick up traffic considerably. We realized that Thursdays were the boat races on Grass Lake. This particular event brings boat enthusiasts from miles around including Wisconsin residents. For those who have never been on Grass Lake, it is a fairly good size body of water but definitely the most dangerous of all the channel lakes. It is extremely shallow, in most areas as little as 1 to 2 feet, which is why the authorities found it necessary to dredge out a rather well marked channel to cross the lake safely. If a vessel ventures out of this channel, more often than not, it will fine itself beached even though you appear to be in the middle of the lake. Then there are always the tree limbs and logs that float just under the surface of the water. To top it off, there's Blarney's Island, a famous watering hole where many boaters are known to drink their dinner, after which they continue on their merry way throughout the chain or watch the boat races from their vessels.

All the excitement started just after the sun had set. We had just come through the channel from Lake Marie, entering Grass Lake at the farthest

northern point. At this point all of northbound traffic, still traveling at the 25 mph speed limit, is funneled into the channel leading to Lake Marie. The waters narrow from over a hundred yards wide to the NO WAKE two-way channel, about 25 yards wide. Even an alert skipper traveling north would expect to see white stern lights, but not expect to find a vessel stopped. As we were coming up, we noticed a pontoon boat facing north, that appeared to be in trouble, so we decided to investigate. They were bobbing back and forth, up and down in the middle of the dredged channel with boaters flying by on all sides. Some vessels had started to come down to enter the no wake channel to Lake Marie making huge wakes of all kinds and direction. Of



the hundreds of boats that passed this vessel, not a single boat bothered to ask the pontoon boat if they needed assistance, as we found out once we made contact with the disabled vessel.

There were 4 POB's (3 men and 1 lady). The lady on board drew our attention when we saw her waving her arms in the air somewhat frantically. The 3 men were in the stern of the vessel and one was looking over the stern at the outboard. They informed us the engine had been overheating,

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SAR Event on the Chain-O-Lakes

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finally it just cut out, and they were not able to start it again. They were all too well aware of their extremely dangerous position, boats continued to fly by us. They then asked us to please take them in tow. As we assured them that we would, one Auxiliarist telephoned Stant Kenosha, and informed them of our position, that we had come upon a vessel in distress, and, given the dangerous situation that we all in, we intended to take the pontoon boat in tow to the nearest "safe haven," The San Bar, at the south end of Lake Marie. Meanwhile another Auxiliarist began to instruct the people on the pontoon boat about what they needed to do. Soon they began to calm down and cooperated with us in taking their vessel into a stern tow. This was an extremely challenging task in the heavy traffic and confined area. By now the sun had completely set and the darkness brought with it decreased visibility, making it far more difficult for approaching boaters to see our dangerous situation not only at the mouth of the channel to Lake Marie but also in the dredged channel. The Auxiliary crew worked as quickly as conditions permitted to place the pontoon boat in a stern tow. Once underway with the tow, we progressed slowly north again back into the channel to Lake Marie.

Throughout the entire channel we had a difficult time keeping boaters from trying to come between us and the pontoon boat. The situation was so grave, that we chose to use our safety lights. We made several PA requests over the loud speaker to "stand clear, we have a vessel in tow," but several boats proceeded to pass us, and one even tried to come between the Auxiliary vessel and the tow. Some boaters tried to come between us and the shore before they realized there was insufficient space for them to pass safely against the oncoming traffic. Anyone one who knows this channel knows how narrow it is. At times we had as many as 5 vessels passing in very close proximity to us and

each other. Many of the boaters had been drinking as could be evidenced by their loud voices, blaring music, inconsiderate behavior and comments. One vessel came parallel to us and followed us the last 200 yards of the channel and then continued to get closer for several hundreds of yards once we entered Lake Marie. All of this time the Auxiliary crew were making multiple PA requests and motioning to stand clear.

Once the towed vessel finally cleared the channel, the crew now had to cross Lake Marie. When we reached the marina, we released the stern tow and took the pontoon boat into a side tow. We brought their vessel within inches of the harbor dock on our first attempt where they were easily able to attach their mooring lines. Once the vessel was fully secured, all pertinent data was received and contact was made to have friends pick them up, as we parted, they thanked us over and over again. They had no idea how they would have made it back safely or what they would have done had it not been for our assistance.

After our good byes, we departed in the dark for our home port (Bald Knob Marina), which took us a considerable amount of time from where we were. Once safely moored, we continued our drive homeward debriefing along the way. Since the Marina was closed, we stopped at the first gas station to telephone more information to the Station. They requested that the full SAR Incident Report (CG 4612 AUX) be sent to them ASAP. By the time each of us arrived home, it was 0115 and we were all ready for a good nights rest. But first the completed SAR Incident Report (CG 4612 AUX) was faxed to Stant Kenosha. When all is said and done, thanks to all the USCG Auxiliary training, another SAR was completed safely, a potential loss of life was avoided and all was done efficiently and by the book.

Sheboygan Coast Guard Reservist gets Top Honors

ERIC LITKE, SHEBOYGAN PRESS STAFF

For the second straight year, a member of the U.S. Coast Guard Reserve in Sheboygan has been named Reservist of the Year for the Lake Michigan region and the Great Lakes district.

Wesley Jones, 20, a college junior, received the award Wednesday as commanding officers cited his meteoric ascent through various certifications and record of community service.

“He just exemplifies that leadership personality. People want to follow him,” said Senior Chief Petty Officer Marc Evans, who commands the Sheboygan Coast Guard station. “I expect great things out of him. If I continue to go along my enlisted career, I’d be honored to work for him in the future, because I think he has that kind of vision.”

Evans said Jones last summer became a certified coxswain (small boat driver) and boarding officer (giving him law enforcement authority) while filling in at an understaffed station in Sturgeon Bay. Most active duty guardsmen spend four to six months on those qualifications, but Jones got both in two months by logging hundreds of off-duty hours study and practicing.

That followed a school year at Gustavus Adolphus College during which Jones spent more than 400 hours as a peer educator and counselor – helping other students with drug, alcohol, mental health and other issues – and serving on the student

“We all know that leadership, command culture and climate have something to do with the consistent standard of excellence demonstrated by Station Sheboygan.”

senate. Evans calls him a “tireless giver.”

But don’t expect to hear about it from Jones.

Asked what it took to become certified so quickly, Jones praised Evans’ leadership. Asked which of his accomplishments he was most proud of, he pointed to the pride he takes in working with a good crew.



Jones – a third-generation guardsman who grew up all around the country as his father changed stations – said the needs at the Sturgeon Bay station prompted his quick certifications.

“A large number of people were rotated out, and the people coming in were not qualified, so I pressured myself to get qualified so I could help out the station as much as I could,” said Jones. “It was hard. I didn’t get much sleep, but it was definitely worth it in the end because the station benefited from it.”

Jones said his first search and rescue – one of 40 he conducted throughout the summer – reaffirmed his plans to attend officer’s school and pursue a career as a search and rescue helicopter pilot. He helped

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Sheboygan Coast Guard reservist gets top honors

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pull two adults and two children off a burning boat in Green Bay.

“It was just an amazing day, and from then on I knew I definitely wanted to stay in the search and rescue field, and to be the best search and rescue guardsman I could be just required all that studying and practice and teaching others.”

Jones was is one of 235 reservists in Sector Lake Michigan and 550 across all of the Ninth District, Evans said. Each of the 73 units in the Ninth District could nominate a reservist for the award.

“He’s someone who has goals, and he works hard to achieve those goals,” said Capt. Luann

Barndt, commander of Sector Lake Michigan, who presented the sector award to Jones. “The more important thing is not only is he interested in his achievement, but he’s interested in developing others.”

The award was won last year by Petty Officer Wesley Koran, 37, of Plymouth, who is also stationed in Sheboygan. Barndt said that was no coincidence and praised Evans, who was promoted Wednesday to senior chief petty officer.

“We all know that leadership, command culture and climate have something to do with the consistent standard of excellence demonstrated by Station Sheboygan,” Barndt said.



Steady the Course, but Watch the Shoals

With the trauma of reorganization behind us, we are well on our way to creating the synergist structure envisioned in our modernization plan. We must remain open to further changes. We have flotillas that need special attention to strengthen their productivity and member satisfaction. Some of these flotillas may find that their members would be better served if they aligned with another flotilla even perhaps a different division. We need to be open to these ideas and support those that would better serve our members.

The Gulf oil disaster has emphasized the need for our members to obtain Marine Safety qualifications, watchstander qualifications, and advanced ICS training. We had a lot of volunteers respond to the call for help, but few met the minimum qualifications. If we are to be better prepared for the next disaster, we need to enhance our membership training and focus on those skill sets that would render more of our members qualified to respond to the next call out. To that end we should consider adding an ADSO-MT for ICS training. There are lots of opportunities out side of our organization to obtain advanced ICS training. Unfortunately most of us are not aware of these opportunities. We have within our ranks several members with FEMA Instructor qualifications, we need to take advantage of their expertise and add, to the extent possible, advanced ICS training to our conference MT programs. Perhaps some of these highly qualified members would be willing to take the training on the road. Watchstanders were in critical need additionally Sector Lake Michigan has asked

for watchstander assistance. Key to moving forward to watchstander qualification is the AUXCOM course (newly revised) and the TeleComs PQS. Most small boat stations welcome Auxiliary watchstanders and with the proposed billet cuts coming with the new federal budget the need for Auxiliary help will be exacerbated.



TED DAWSON
DCAPT-5

Membership training is the critical piece of everything we do. While I have devoted a lot of words to training to be prepared for the next disaster, MT is the foundation of our organization. We are experiencing a significant influx of new members. Many of these new members are significantly younger than our core membership. We need to get them on the ground running as fast as possible or we will lose them. If they have not had a boating safety course, get one completed while you wait for permission to swear them in. The knowledge a Vessel Examiner has is vital to standing watch at a PA booth or even walking down a dock in a marina. Get that training to the new member so that on the day you swear them in you can submit their VE qualification and perhaps MDV at the same time. That new member can also get the ICS basics done online before they are sworn in. Challenge them to make the commitment to become active contributors by getting as much training as possible before the swearing in ceremony. You will be surprised and pleased by the results of this effort.

Communications Update

MIKE WIEDEL, DSO-CM

The next year will bring a revolution to the radio communications capabilities of the Coast Guard in our area. The new NDS (National Distress System) communications system called Rescue 21, which is already fully operational along the East, Gulf, and West coasts, is scheduled to become operational by the end of 2011 around Lake Michigan. This means that by next summer a lot of the new equipment will be starting to be installed in the various Coast Guard communications facilities and commissioning trials will have begun.

So what does that mean to the Auxiliary? We need to be informing vessel operators in public classes, and members in MT classes, of the features and benefits of the Rescue 21 system. The benefits provided by radios equipped with Digital Selective Calling (DSC) features, which allow the Rescue 21 system to work, are many. The ability to press the distress button on the radio, and have the distressed vessels position reported not only to the Coast Guard Unit, but to any vessel within radio range, is the arguably the greatest feature, but there are many others also available. For these features to work, however, the boat owner must make sure the vessels radio is properly interfaced with a GPS unit and that a Maritime Mobile Service Identity (MMSI) number is programmed into the VHF radio.

Facilities need to be sure that there DSC equipped vessels are properly interfaced to the other electronic equipment on board to insure proper

operation, and they also have a MMSI number programmed into the facility radio.

If this sounds daunting, in practice it is relatively simple. To find out more on this system plan on attending the Fall Conference. The Communication Staff will be conducting a seminar on “Demystifying the DSC System.” Topics will include the proper operation of the various functions of the system, how to obtain a MMSI number, programming of the radio, and interfacing to other onboard equipment. We will also have a working demo, so the real time capabilities and features of the system can be demonstrated.

As the system comes online in our area, I am sure many boaters will be asking lots of questions. So if you are in OPS, PE, PA or just want more information on this system, to share with others, plan on attending the conference seminar.

I would also like to thank all who participated at the EAA communications facility, coordinated by Mike Hopfensberger (ADSO- CM) for a great job in conducting communications during this annual event. I would also like to congratulate Bob Allen (SO MT Div 39) and the graduates of the AUXCOM class 2010 for a great job in providing communications during the Division 39 SAREX on August 21st. The students may have had a little “mic fright” at the beginning, but by the end of the day they were sounding like seasoned veterans.

Something for Everyone — Marine Safety

NORM PEARCE, DDC-P, DSO-MS

The past six months have seen the Coast Guard's Marine Safety personnel, both active and reserve, heavily committed to the response to the Deepwater Horizon disaster. This has been a severe test of the Coast Guard's ability to deploy for surge operations in one region while trying to maintain something close to normal operations at home. In Sector Lake Michigan, almost all of the active-duty enlisted Marine Science Technicians (MST's) and most of the Marine Safety-qualified officers have spent thirty day assignments deployed somewhere along the Gulf Coast. As many of their reserve counterparts as possible are being deployed to the Gulf, allowing for the legal restrictions on reserve activation.

All of this disruption could have been a great opportunity for the Auxiliary to step in and provide back-fill support for the Prevention units in Sector Lake Michigan. For the most part, however, Auxiliary members were not in a position to do this. When the Coast Guard most needed our help in the spring and early summer, we had only a few members who were already trained and affiliated with Prevention units. When asked by the Director of Auxiliary how many members had pollution response-related qualifications, we found only four members in all of 9WR with a qualification suitable for pollution response work in the Gulf. None of these members are from either the Milwaukee or Chicago areas.

The need exists for Auxiliary members to affiliate themselves with the four Prevention units in Sector Lake Michigan: MSD Sturgeon Bay, the Sector Prevention Department in Milwaukee, MSU Chicago and the Prevention Department of SFO Grand Haven. All four of these units are willing to work with members who have the time and aptitude to complete one or more of the Auxiliary Personal Qualification Standard (PQS) training programs to gain an Auxiliary Marine Safety specialty certification. At the same time, all of these Prevention units have different emphasizes and different concerns, so the training needs will vary from one unit to the next. While one unit may have a need for members to assist with commercial

vessel inspections, another might prefer members who gain pollution response qualifications.

If more of us begin to work with the Prevention units in Sector Lake Michigan, we can build up a body of trained members who can both work with the Coast Guard during normal operations and be available to provide support for both national and regional surge operations. Surge operations tend to be "come as you are" events, where there is no time for additional training. This is not a theoretical discussion. The Prevention units in Sector Lake Michigan have faced some sort of surge operation, either regional or national, an average of once every two years for the past decade. We can anticipate being called on for assistance in the future. It is up to us to be ready to serve the Coast Guard.

A wide variety of Marine Safety PQS qualification programs are now available to Auxiliary members. They all require a level of ability and commitment above and beyond that expected from most Auxiliary training programs. Not all of you will have the time or inclination to work in the Marine Safety field, but, for those who do, I encourage you to consider working with the regulatory side of the Coast Guard. It can be a rewarding change of pace.

The following is an annotated list of all of the Auxiliary Marine Safety PQS guides. Not all of them are applicable to the work we do in Sector Lake Michigan.

Auxiliary Marine Safety Administrative and Management Specialist (AUX-MSAM) is intended for members serving in staff positions at division level and higher such as SO-MS, DSO-MS and the National staff.

Auxiliary Prevention Outreach Specialist (AUX-MEES) is intended for members who participate in such activities as Sea Partners, the Clean Marina program, and beach cleanups. This is a revised and renamed version of the old Marine Environmental Education Specialist qualification and is primarily geared for environmental education outreach programs.

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Auxiliary Assistant Waterways Management Representative (AUX-WM) is a general purpose qualification which trains members to be educated observers of the commercial waterfront who will then make timely reports of their observations after patrolling the area. When on patrol all of us should be noting the activities along the waterfront and be prepared to notify our Order Issuing Authority of any discrepancies we may encounter. AUX-WM gives us the training to know what to look for.

Auxiliary Uninspected Passenger Vessel Examiner (AUX-UPV), Auxiliary Uninspected Towing Vessel Examiner (AUX-UTV) and Commercial Fishing Vessel Examiner (CFVE) all allow members to provide voluntary dockside safety examinations for those commercial vessels which do not require annual Coast Guard inspections. CFVE is the only active-duty Marine Safety qualification Auxiliary members may attain.

Auxiliary Assistant T-Boat Inspector (AUX-TI), Auxiliary Assistant K-Boat Inspector (AUX-KI), Auxiliary Assistant Machinery Inspector (AUX-MI), Auxiliary Assistant Machinery Inspector (Steam) (AUX-MS), Auxiliary Assistant Barge Inspector (AUX-BI), Auxiliary Assistant Hull Inspector (AUX-HI), Auxiliary Assistant Foreign Passenger Vessel Examiner (AUX-FPVE) and Auxiliary Assistant Foreign Freight Vessel Examiner (AUX-FFVE) all allow members to assist active-duty Coast Guard personnel who inspect those commercial vessels which require annual inspections.

Auxiliary Assistant Marine Casualty Investigator (AUX-FO), Auxiliary Assistant Maritime Enforcement Investigator (AUX-EO) and Auxiliary Assistant Suspension/Revocation Investigator (AUX-FN) are advanced level Marine Safety qualifications. All require completion of at least one of the vessel inspection qualifications as a prerequisite and allow members to work under strictly controlled conditions with active-duty Marine Safety personnel conducting administrative actions related to enforcement proceedings.

Auxiliary Assistant Pollution Investigator (AUX-ED) is the basic qualification which allows members to serve with the Coast Guard during an initial response to a pollution incident and to know what information the Coast Guard needs to obtain. In some parts of Sector Lake Michigan, members with the AUX-ED qualification serve as the “eyes and ears” of the Coast Guard in remote areas to provide an initial assessment of a pollution incident.

Auxiliary Assistant Federal On-Scene Coordinator Representative (AUX-ET) is the advanced level pollution qualification. Attaining the AUX-ED qualification is a prerequisite for AUX-ET. This qualification allows members to serve alongside the Coast Guard when monitoring the response to a pollution incident.

Auxiliary Assistant Port State Control Examiner (AUX-PSCE) and Auxiliary Port State Control Dispatcher (AUX-PSC) are intended for members who assist the Coast Guard to administer safety and security inspections on foreign-flag vessels in U.S. waters under various international treaties and conventions. As a practical matter, these duties are never carried out in Sector Lake Michigan and it is unlikely that any member of 9WR will ever have the opportunity to work in these fields.

Auxiliary Assistant Life Raft Examiner (AUX-LR) and Auxiliary Assistant Container Inspector (AUX-CI) are also unlikely qualifications for any of our members to attain as there is little likelihood of our participating in such activities in 9WR.

Auxiliary Assistant Facility Inspector (AUX-EU) offers members the opportunity to assist the Coast Guard with inspecting waterfront commercial facilities under the wide variety of different regulations for safely handling petroleum products or other hazardous materials, or for the inspection of the security plans for other commercial facilities.

Something for Everyone — Marine Safety

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Auxiliary Assistant Contingency Planner (AUX-ACP) allows qualified members to serve as assistants on the Sector Lake Michigan Planning Staff.

Auxiliary Assistant License and Document Evaluator (AUX-LDEV) and **Auxiliary Assistant License and Document Examiner (AUX-LDEX)** exist to provide members with qualifications to support the Coast Guard's Regional Examination Center's missions relating to the licensing of mariners. As most of the Coast Guard's mariner licensing responsibilities have now been automated

and centralized at a single Coast Guard facility in West Virginia, there is little likelihood of any members in 9WR having the opportunity to participate in these activities.

The Auxiliary Marine Safety PQS guides are maintained at the Coast Guard E-learning Portal at <https://LEARNING.USCG.MIL/PORTAL.ASP> alongside the equivalent active-duty PQS guides. With the exception of AUX-MSAM and AUX-MEES (which are unique to the Auxiliary), they are not available at the Auxiliary Prevention Department website.



The crews from Operation Gemini pose in front of the Waukegan Flotilla 41-5 light house after their SAR exercise on Lake Michigan.

Chain of Leadership & Naval Traditions

SEAPOWER!!! If you've seen the video clip at the Spring Conference, didn't that get your blood boiling? Hopefully, this set the stage for our session on leadership and future discussions. Remember, it's not about the machines but the men and women, the leaders and followers that make it all happen. It's about leadership in the context of Naval Traditions...SEAPOWER that is at our disposal. As we begin our journey through leadership under the Coast Guard Auxiliary mantle, discussion regarding the chain of leadership (COL) is a good place to start. Keep in mind; we're all empowered through our COL.

Consider the pledge you took upon entering the Auxiliary "to abide by the governing policies established by the Commandant of the United States Coast Guard." As such, following procedures that have evolved from naval traditions and military protocol become the model we must all abide by. The COL is one such model based on trust that we'll explore from insights provided by a former Chief Director of Auxiliary and a review of some lessons learned from the story of "The Caine Mutiny"...a story of Naval Tradition and the destruction of the COL that affects an individual's personal power, position power, unit cohesiveness...SEA POWER! So sit back and relax as we explore leadership and sea power in the Coast Guard Auxiliary. WARNING!

MUTINEERS are NOT WELCOME.

First of all, who am I to discuss leadership? I've written a few articles for publication... "LEADERSHIP, LEARNING & LUBBER'S LINES" & "MINDING THE HELM." But I'm not expert. Although the leadership center of excellence is now located at the Coast Guard Academy, it wasn't an item back when I attended. Not until I was at my first command as a Lcdr that I was afforded the

opportunity to expand my exploration of leadership with a weeklong session at Yorktown with other leaders discussing successes and failures under the backdrop of reviewing the movie "Twelve O'Clock High."

However, that's not important. What is important is that it lit a fire in my belly to want to learn more, share more and increase my knowledge on leadership. As I mentioned at the conference, when I looked around the room and surveyed the amount of talent and expertise that was in the audience, I could only hope to ignite a similar fire in some of you to want to contribute your leadership acumen for the good of us all.

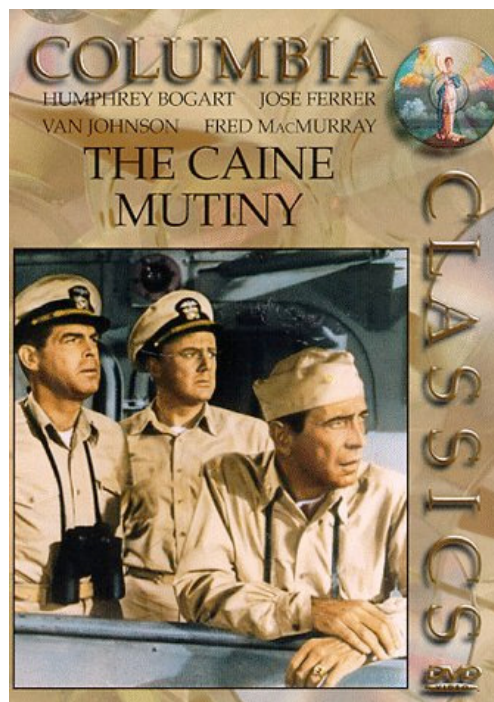
You know I referred to the play "Wicked" that is a prequel to the "Wizard of Oz" where the handsome slacker Fiyero loves his carefree life where he's been kicked out of so many schools and sings about his attitude. As he's dancing though life, "LIFE IS PAINLESS FOR THE BRAINLESS... LIFE IS FRAUGHTLESS WHEN YOU'RE THOUGHTLESS." I warn against living the life of the SCARECROW who Fiyero later became.

In my article on "LEADERSHIP, LEARNING & LUBBER'S LINES," I discussed the mantra of a lot of members of the military including Admiral Papp and his foundation in an attempt to give you a view from the top. If that didn't impress you, don't forget Vince Lombardi and his expectation of commitment from his players to be dedicated to... GOD, FAMILY & THE GREEN BAY PACKERS.

I myself subscribe to a balanced 3 legged stool, much like Admiral Papp of



PAUL BARLOW
ASSISTANT DIRECTOR
OF AUXILIARY
NINTH COAST
GUARD DISTRICT



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Chain of Leadership & Naval Traditions

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GOD-FAMILY-COUNTRY...with Jesus Christ as the ultimate SERVANT LEADER who allows FREEDOM OF CHOICE, INDEPENDENCE AND ACCOUNTABILITY. I relived my story of BECCES (engine casualty drills) in GTMO along with my heroes in George Washington and Steven Covey and my indoctrination into Coast Guard values with “WHO LIVES HERE REVERES HONOR-HONORS DUTY.”

It all boils down to good leaders measure themselves through continuous learning and self-examination. Reading Coast Guard History, Publication 1, Strategic Diversity Papers, the Federalist Papers and other writings of Alexander Hamilton help stoke the fires while providing the mortar for a good foundation.

I told the story of General Casey’s (U.S. Army Chief of Staff) visit to Cleveland and his opposition to the draft. He loved VOLUNTEERS...you get it? VOLUNTEERS that want to be doing what they are doing. This is so true as Modernization and a flatter chain of command has forced us to operate independently; more so with the lack of continuity that is prevalent in the Coast Guard. As such, the Auxiliary is the continuity that is needed.

When asked what kind of soldier the General was looking for, he responded that he wanted “an army of one” that can see through the complexity of the world and have the courage to take action and move forward when the chain of command breaks down.

When I spoke at the conference, we then reviewed the difference between the chain of command and COL. It’s not all about keeping us in line from the little dog on up to the big dog. It’s about EFFECTIVE COMMUNICATION. Seek First to Understand...then be understood (Covey Habit). I also understood the potential for us all to view the COL as just “some silly rules.” Remember the quote from Ensign Keith in the Caine Mutiny regarding his new commitment to the Navy,

“I’M REALLY NOT DEVOTED TO IT. IF YOU WANT TO KNOW, WHAT I’VE STUDIED SEEMS TO ME A LOT OF RUBBISH. THE RULES, LINGO, STRIKE ME AS COMICAL. THE IDEA OF MEN SPENDING THEIR LIVES IN THIS MAKE-BELIEVE APPALLS ME. I USED TO THINK THAT IT WAS PREFERABLE TO THE ARMY, BUT I’M SURE NOW THAT THEY’RE BOTH THE SAME KIND OF FOOLISHNESS. I DON’T CARE. I PICKED THE NAVY. I’LL SEE THIS STUPID WAR THROUGH IN THE NAVY.”

With this introduction, consider the guidance provided by former Chief Director, Captain Smith regarding the COL. This information is available on the HQ website <http://www.uscg.mil/auxiliary/administration/policy/col.asp> along with additional guidance at <http://www.cgaux.org/training/PDF/ChainofLeadership.pdf>. In short, Captain Smith recommends in seeking an answer to a question:



Chain of Leadership & Naval Traditions

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1) Find the answer yourself (Covey-Seek First to Understand then be Understood); 2) Ask the next in your chain of leadership; 3) Put your question in writing; 4) Allow time for a response...show respect. Captain Smith is a proponent of establishing a courteous flow of information and in the end to be aware with Congressional Inquiries that your question may generate unintended consequences.

With this background, let's look at the "Caine Mutiny" that was a 1951 Pulitzer Prize winning novel by Herman Wouk about a U.S. Navy Destroyer-Minesweeper in the Pacific theatre during World War II. A subsequent movie was made in 1954 starring Humphrey Bogart, Jose Ferrer, Van Johnson and Fred MacMurray. The Mutiny is not what is expected as a swashbuckling action adventure with pirates of the Caribbean and the Captain walking the plank but a morality play centered on Naval Traditions, the chain of command, officers pledged to duty and their conflict with their own moral fiber...their own moral relativism. It's the story of the improper use of position power that is undermined resulting in unexpected consequences that impacts morale, unit cohesiveness and effectiveness of the unit. Sea Power is crippled. As such, check out the senior leadership team on board USS Caine.

Lcdr Queeg was the lead dog who explained the four ways of doing things: THE RIGHT WAY, THE WRONG WAY, THE NAVY WAY & HIS WAY. He was a strict disciplinarian, battle weary, paranoid and a lifer steeped in Naval Tradition. The book highlights several of his performances as a leader that exposes the fallacy of Naval Tradition as it actually was before and during the war. The exploits of 14 Navy Destroyers off Point Conception (DESTROYER SQUADRON 11) where 7 destroyers ran aground and 23 sailors were lost recorded the Naval Tradition of "Follow the Leader."

The initial response from the Naval Court of Inquiry follows:

"THE DESTROYER FORCE, SQUADRON ELEVEN, DISPLAYED A ZEAL, COURAGE AND COOLNESS IN THE FACE OF GRAVE DANGER, WHICH IS A MATTER OF PRIDE TO THE NAVY. FROM THE SQUADRON COMMANDER ON DOWN TO THE HUMBLEST MAN ON BOARD, THERE WAS PERFECT DISCIPLINE AND THE HIGHEST TRADITIONS OF THE SERVICE WERE LIVED UP TO. IT IS DUE TO THIS PERFECT DISCIPLINE THAT THE LOSS OF LIFE IN THIS DISASTER WAS SMALL."

The "Follow the Leader" doctrine was revisited suggesting that questioning the leader while also validating their own position seems a more prudent application of sound seamanship and leadership principles. Remember these lessons as we continue through the wardroom of the Caine.

First Officer Maryk was the second in command, a man of action but somewhat akin to the Scarecrow... "just a dumb comic book reader" who was influenced by Lt Keefer, the intellectual. Eventually, at the prompting of Lt Keefer, Lt Maryk became an amateur psychiatrist, chronicled the incidents involving Queeg and eventually "assumed" command of the Caine during the height of a typhoon where the Caine was seriously threatened with capsizing that culminated in the MUTINY. It was ironic that Lt Maryk used Article 184 of U.S. Navy Regulations to destroy Naval Traditions. Lt Maryk relied on his moral certitude to relieve Lcdr Queeg of Command and became the Caine's illegitimate savior that eventually led to a Naval Court of Inquiry.

During the legal proceedings, Lt Greenwald destroyed the credibility of Lcdr Queeg, the naval psychiatrists involved and eventually Naval Tradition. However, in the ensuing celebration when the case was dropped, Lt Greenwald uncovered the true coward, chief underwriter of the mutiny, chief underminer, and chief mutineer

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Chain of Leadership & Naval Traditions

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as Lt Keefer. Also, even though Lt Maryk did everything I've been talking about...he took action independently to save his shipmates while holding himself solely accountable...he was still deficient because he should have never let an atmosphere of disrespect, negativity and deception blossom on board the Caine.

There is no story book ending to the Caine Mutiny. Everyone lost out but we learned that we certainly don't want to be like Lcdr Queeg who was self-absorbed, isolated from his crew and the ultimate "serve me" leader. Nor do we want to be like Lt Keefer as uncommitted, insidious and above the fray. Sadly, we don't want to be like Lt Maryk who was ready to take action and wanted to do the RIGHT THING...he just didn't know how. Was he the SCARECROW?

To summarize, when we look at the COL and treat it just like another silly rule, the watchwords we should all remember are:

YOU ABUSE YOU LOSE

You lose time, you lose respect, you lose...we all lose, just like on the Caine. Certainly, we won't be faced with the stresses of shipboard duty in the middle of a great war while confronting a typhoon with weak leadership. However, the lessons apply in our failure to help make our leaders succeed if we subvert the good of the team for our own special interests. Studies of diversity help us understand the untapped potential within our membership and this talent should be used to ensure we all succeed...that we're all saved. We're saved because the lessons learned from the Caine Mutiny apply to us all.

TOGETHER WE ARE BETTER. The chain of leadership and chain of command are tried and true systems that provide us with the best opportunity for success. They are based on trust, teamwork, effective communication and finally tradition.

The COL provides power to us all. I call it SEA POWER that can help us set loose the unbridled energy that we have in our membership. We can unleash the power we have within our COL...that we have within OURSELVES!

Finance Report

ED FAHRNER, DSO-FN

The District continues to benefit from a very strong financial position. Surplus funds are available to the District Board to support activities of the Western Region, District Nine. At the rate of current 2010 spending, through August, we are likely to have a small deficit this year. A proposed budget for 2011 will be submitted to the District Board at the Fall Conference. Your thoughts on spending alternatives can be forwarded up the Chain of Leadership for consideration.

This year, we expect 42 % of our annual income to come 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 27% of our spending. Dues payments to National are forecasted to be 23 % of our expenses with Member Training and Member Awards, consuming another 19% of our funds.

Questions or concerns about our District financial affairs will be addressed quickly by contacting me at (630) 858-4597 or sending an e-mail to FahrnerLSA@aol.com.

More on the symposium coming to the website soon.

Check often for updates at: www.districtnine.org

Also, sign-up for C-Schools that you are eligible for.

2011 Focus:

Recruiting & Retention!

There will be many initiatives on this subject
— and a seminar at the Symposium!

Local Auxiliarist Officiates at a Guardians Marriage on the Shores of Lake Michigan

JOEL BERMAN, ADSO-PA

On August 1, 2009 on the shores of Lake Michigan in Milwaukee Wisconsin, a life changing event took place. Seaman Lucas Zingler of Cudahy Wisconsin and Miranda Gerstman of Oak Creek, Wisconsin exchanged their vows of devotion and love among more than 150 friends and relatives.

The wedding ceremony was held at the War Memorial Center and officiated by Auxiliarist Craig Lake, Commander of Flotilla 13, Division 43, Ninth District Western Region.

During the fall of 2007 Lucas Zingler attended boot camp with Dustin Lake of Big Bend Wisconsin (son of Craig and Joan Lake). While Lucas was assigned to the Buoy Tender Mackinaw, Dustin headed out to the CGC BOUTWELL. Still, the two forged a bond of friendship that would keep them in touch. Lucas and Miranda remembered Dustin's father Craig Lake, was a former guardian and a Municipal Judge in Big Bend, Wisconsin. They reached out to



Dustin to announce their intentions to marry and to ask for his guidance on approaching Craig Lake to officiate at their ceremony. Craig received the call to serve and graciously accepted the honor of marrying the next generation guardian and his beloved.

Seaman Lucas Zingler and his wife Miranda reside in



Cheboygan, Michigan. Seaman Dustin Lake is now stationed at Sector Baltimore. Craig Lake is the Flotilla Commander of Flotilla 43-13 serving Milwaukee and Ozaukee Counties in Wisconsin. Mr. Lake is also the DSO-MT for the 9th Western District. Joan Lake is the VFC 43-17.

The United States Coast Guard Auxiliary is the volunteer branch of the United States Coast Guard, established by Congress in 1939 to assist in promoting boating safety. Today, there are over 30,000 Auxiliary members nationwide. For more information on the Coast Guard Auxiliary, visit www.cgaux.org.



9th Western Responds to Deepwater Horizon Disaster

The explosion aboard the drill rig “Deepwater Horizon” on April 20, 2010 in the Gulf approximately 50 miles south-east of Venice Louisiana took 11 lives working aboard it, and releasing a very large oil spill. This environmental disaster set off a response of national significance with the US Coast Guard being a major responder. The Incident Command System was quickly put in place with the Department of Homeland Security eventually taking the leadership role. The number of responders to this disaster grew to over 40,000, with the Coast Guard putting a call out to the Auxiliary to assist in the mission. A large number of Auxiliarist across the country volunteered including some from the 9th Western District.

The first from the 9th Western to volunteer was Ryan Bank FSO-PA 095-39-06 . Ryan has valuable

social media skills, having worked with the Coast Guard during the Haiti Hurricane disaster response. He was able to step in right away providing a key role in the External Affairs Department at the Unified Area Command.

Ryan volunteered for 30 days, and has done additional work after his initial deployment. Ryan has also been recently named the “Auxiliarist of the Year” for all his work.

John Wettererholt VFC 095-31-05 also volunteered, serving in Washington D.C. at Coast Guard Headquarters which was the National Incident Command Headquarters for the Response. He worked the night shift 1900 – 700 hours in the Situation Unit preparing daily



RON AIDIKONIS
DDC-A and DSO-PA

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9th Western Responds to Deepwater Horizon Disaster

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current ops briefings for the Coast Guard and Incident Command leadership. Johns deployment was for 32 days.



Mike Lesko VFC 095-43-13 was deployed for 30 days at the Incident Command Center Mobile Alabama. His duties included Administration, Finance, and Medical Documentation for Demobilizing.

Ron Aidikonis DSO-PA 095-41-05 served at the Unified Area Command in New Orleans. He worked in Products and Planning for the External Affairs Department. His duties included publishing Media Advisories, current OPS, and daily response updates online and to the news media.

Mathew (Buckshot) Peterson VFC 095-41-01 is currently serving a 60 day deployment as a Coast Guard Reservist. MK 3 Peterson is a Division Supervisor working out of Forward Operating Base Venice Louisiana. His duties include searching for oil, installing, and replacing oil absorbent boom.

He performs his work aboard a shrimp boat, which is part of the Vessels of Opportunity program that utilizes local commercial vessels in this response.

Chief Justin Sperber Assistant OTO Sector Lake Michigan served a 30 day deployment stationed in Grand Isle Louisiana. His job was to spot oil sheen's coming in prior to hitting the beaches, and would also check on actual situations on the oil that had made it to the marsh lands. He would report anything spotted out of the ordinary so that it could be dealt with.

LTJG Casey Steuer Sector Lake Michigan was a Situation Unit Leader at the Forward Operating Base in Terrebonne Parish Louisiana. His duties were to track oil sightings, oil confirmations, and cleaning operations going on throughout the Parish.

The Deepwater Horizon oil spill is said to be the worst environmental disaster America has ever faced. It is still being dealt with, and will be for some time to come. Ongoing disaster response information from the Command is available online at www.deepwaterhorizonresponse.com

Coastie goes to the WI State Fair

JOHN A. VAN DINTER, AUC-R, SLO

The WIDNR has been quite concerned regarding the marked increase in drownings this summer and the lack of life jacket wear by all involved. The WI Boating Law Administrator approached the Wisconsin SLO with a specific request for USCGAUX participation at the Wisconsin State Fair in the WI DNR EDUCATION PARK, a permanent part of the Fairgrounds. The specific mission was to emphasize boating safety issues and life jacket wear. Additionally Coastie was requested to help spread the message to our youngest boaters.



The Public Affairs booth was situated in the WI DNR North Building of their Education Park, providing easy access to the pavement

for Coastie and a ready opportunity for children to hover and interact. The focus of the booth was life jacket wear, especially for human powered watercraft users, as well as those enjoying hunting and fishing from the water. Children and adults alike were intrigued by Coastie and were unable to identify the operator or how the Director was able to speak for the boat. Coastie was a free wheeler on the pavement and attracted many to stop not only with his verbal wit but also with his flashing lights and siren. Many parents chose the interaction as photo opportunities for their children and Coastie will now be seen in many scrapbooks and remembered fondly.

During the ten day event over 12,500 children and their parents (approx 30,000 people) came through that specific building and were able to meet Coastie and view the educational brochures, as well as meet with Auxiliarists present. Coastie was a huge hit with all children and adults and was specifically complimented by the DNR and State Fair staff

for his educational message. That message was designed to focus on the fact that, "Life jackets float, children don't" as well as, "Don't just pack it, wear your life jacket." Parents who admitted to not

wearing a left jacket were strongly encouraged to do so, both to set an example for their children but also to assure their own safety. If they were not interested Coastie asked them to do 50 push-ups as a motivational means. Most laughed, felt that Coastie was too kind and declined the push-ups but were quite willing to discuss the need for life jacket wear, especially when their children were present to hear the message and lend their support. Additionally the need for Vessel Safety checks was strongly encouraged by Coastie.

One added bonus to Coastie sharing his talents at the WI State Fair was to spread the awareness to all of the USCGAUX. Many of the public had never heard of the Auxiliary and most had little boating knowledge. Many of those who stopped to speak with Coastie were interested in having him present in the schools for educational purposes and to support the need for mandatory life jacket wear in children.



Division 43 PA Trailer Dedication

TIM HOFFMANN, DCDR 43-9WR

The four cornerstones of the Auxiliary are Member Services, Recreational Boating Safety (RBS), Operations & Marine Safety, and Fellowship. Now Milwaukee Wisconsin Division 43-9th Western Region has added a fifth cornerstone, Marketing/Public Affairs. Division 43 has always had a strong presence at traditional public venues such as boat shows, but we have seen requests for an Auxiliary RBS education/information presence significantly expand over the past few years. Think about how many times when in uniform someone asks you who or what the Auxiliary is? Or when on patrol or an MS mission someone comes up and says “I want to ask a question?” When doing a VSC people will come up and ask these same questions; this is all a form of Auxiliary/RBS Public Affairs. Division 43 now receives requests for RBS booths at local community “Safety Day” events, public library events for kids, kid fishing events, maritime museum events, and local salutes to the military as well as partnering with Coastie for his many appearances in our area.

To facilitate our PA efforts we have taken a cue from 9WR and obtained our own dedicated PA trailer. Through a generous donation to 43-9WR from Retired 9WR Commodore George Eagan we purchased a 6' x 12' x 6' covered trailer that



Shows side view of PA trailer, taken by Joan Lake 43-17.

has been marked with our Coast Guard Auxiliary logo. The trailer is fully stocked with PA handout materials, display tables and chairs. Where possible the trailer is backed up to the event and the display is integral to the open rear of the trailer. For indoor events the trailer is brought close as possible then our PA materials are wheeled into the event on their original trailer shelving to minimize lifting and carrying. If needed there is even room for Coastie!

Put into use early in 2010 the trailer has been a great benefit to our PA team lead by Harvey Randall DDH-Marketing 43-9WR and Joel Berman SO-PA



Shows left to right Captain Barndt, Harvey Randall, Tim Hoffmann, George Eagan, Randy Podolsky, BMC Draper, Joel Berman, Bob O'Laughlin

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Division 43 PA Trailer Dedication

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43-9WR. Division 43's co-location with Sector Lake Michigan has resulted in numerous joint PA events where the trailer was our display focal point. Sector Lake Michigan also generously and allows us to park the trailer on the SLM base.

The trailer was officially dedicated on 20 July 2010 during a 4th cornerstone event with Flotilla 43-17

Como Egan's home Flotilla. On hand to thank Como Egan and dedicate the trailer were Captain LuAnn Barndt Commander Sector Lake Michigan, Randy Podolsky Commodore 9WR, Ted Dawson DCAPT-S 9WR, Roy Hundt DCAPT-W 9WR, Chief Mathew Draper OIC Station Milwaukee and many others.



Shows left to right Harvey Randall, Randy Podolsky, George Egan, Tim Hoffmann, Captain Barndt, BMC Draper, Ted Dawson.



Shows Commodore Egan with front of PA trailer



Shows Randy Podolsky, Ted Dawson, George Egan (retired Como, advising existing Como and future Como?)



Shows trailer interior

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Division 43 PA Trailer Dedication

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Thank you George!
To paraphrase Captain Barndt
you have left a mark and
a legacy in the Auxiliary
and Division 43-9WR.



Public Education Update

As of this writing, instructors in the 9th Western Region have provided over 3,485 mission hours of Public Education. 131 classes have been completed, including 84 About Boating Safely courses and 22 State courses. As of this point in the year in 2009, 77 ABS and 18 State courses have been completed. Bravo Zulu to our instructors and classroom aides for their great effort!

An email I received recently from National reports that recent survey information indicates that every year 90 million people spend at least one day paddling a canoe, kayak, or paddle board as part of their leisure activity. That is 90 million potential new students for our PE classes, especially considering the level of risk involved in boating with "human powered craft." Here in my home state of Wisconsin, there were 16 boating related fatalities in 2009, and almost half of these fatalities

involved canoes, kayaks, or other human powered vessels. Incidentally, and also important for emphasis in our other classes, is the fact that **none** of the people involved in those fatalities were wearing a life jacket. The relatively low cost and easy availability of canoes, kayaks, and rafts can put very uninformed people on the water with little or no training. The vast majority of them have no idea of the rules of the road that boaters must follow, and little understanding of how difficult it is for a power boat to see and react to them. Currently, the push is on to present the new Paddlesports America course to help provide for a safe and enjoyable experience for these new boaters.



TIM CAUFIELD
DSO-PE

Doing More for the Community!



Auxiliarists (L to R) John Bruhn, FC, Tim Cooper, IPFC, Ron Aidikonis, DDC-A, Tom Keith, VFC and Randy Podolsky, DCO, all from flotilla 41-05 (9WR) spend a Saturday in April assisting with a community project helping a needy family with much needed home repairs as part of Rebuilding Together North Suburban Chapter 2010 rebuilding day in suburban Chicago. These active auxiliary members make time for other philanthropy within their community. Photo by Wendy R. Podolsky.



Retirement of Duke and Carol Jovanovich

EARL GOUGH, DCDR 095-37

Long-time members Duke & Carol Jovanovich of 095-37-25 retired on 13 August 2010. An event was sponsored by MSU Chicago at the new Station MSU Chicago to honor the couple. Pictured below is CDR Robert Bailey, CO MSU Chicago; DCDR Earl Gough, DCDR 095-37; Carol and Duke Jovanovich; Chaplain William Stillman, FVC 095-37-25 and Ted Dawson, DCAPT-S 095. Duke was former DCDR of 095-02 and played a great role assisting the former MSO and MSU Chicago with more than 200 river patrols, 20 Toys-For-Tots drives, 30 open houses for Fire and PD stations, over 30 parades, Sea Parters, Beach cleanups, Friends of the River, Dragon Boats, Flatwater Classic, Fish Barrier OPS, Depth Soundings, ATON checks, oil spills, Chicago Air & Water Show, Boat shows, PE classes, pulled bodies out of Lake Michigan from mid-air collision, etc. The list goes on. Duke and Carol were major players in assisting MSU Chicago.

*We wish you well in
all that you pursue.*

From the Communication Services Corner

AMY SEELEY, DSO-CS

After many, many hours of work, I am happy to report that the new 9th Western District website is up and running! The website, for the most part, uses the new National template which should look familiar to everyone.

Shown below is part of a screen shot of the new 9th Western website. The main difference between our site and the national one is with the horizontal menu across the top of the webpage. The horizontal menu on our website will primarily link to our own webpages, and not to National's. You are probably asking yourself what are some of the new pages that will be available on our website. Here are just a few...

1. AUXINFO reports will be available on the District website for every flotilla/division in 9th Western. This will hopefully make it easier for people to track their numbers throughout the year if they find using AUXINFO difficult.
2. Photo album from past Auxiliary events.
3. An archive of "Messages from the Bridge"

Now if you think something should be on the District website that isn't already there, then please let me know!! The website belongs to everyone in 9th Western! All suggestions are welcome and

desired.

If a flotilla would like free server space, then all that is required is an email to the DSO-CS saying as much. The request needs to come from the FC or the FSO-CS, and the email should contain the name, address, phone number and email address for both the FC and the FSO-CS. That is all I need to get the process started for you!

For flotillas that do not have a CS officer, or do not have a website presence, the District can come up with a basic webpage for you. My goal is to have every flotilla in our District have a webpage. I will also be going through all of the flotilla and division sites to make sure they are compliant according to National's specifications. There is a **Website Checklist** available on the District CS page to help you in this endeavor. If you want your website address to show up on the flotilla finder then the website has to pass the approval process.

As always, please don't hesitate to contact me if you have any questions. I am happy to help out in any way I can.

Thanks, and I hope everyone is enjoying their summer!



Operation Gemini

Coast Guard Auxiliarists practice search and rescue

CHAS. HAGUE, DSO-PB

PHOTOS BY JAY KATZMAN and CHAS. HAGUE

“Coast Guard Auxiliary Facility 353117 calling Coast Guard Auxiliary Waukegan Radio, over.”
“117, this is Waukegan, go ahead, over.”

“Waukegan, we have recovered all five reported victims...”

This cryptic exchange by Ted Dawson, Coxswain of Facility 353117 (Mink Bikini) marked the end of Operation Gemini, the SAR training exercise run off Waukegan Harbor on 21 August. Thirty Auxiliarists from Wilmette-Chicago Division 39 and Kenosha-Fox Waterway Division 41 participated in training to improve their skills for rescuing victims of boating accidents. Five Coast Guard Auxiliary facilities were coordinated by the Division 41 Operation Center radio station at Waukegan Harbor. Four of the boats were given similar missions – a small vessel with several people on board was reported taking on water. Each boat headed to the reported position of the stricken vessel – four separate positions, one for each boat participating.

“I wanted to present some challenges on different levels—deciding which search patterns are most appropriate, computing drift direction and speed, and executing the searches,” said exercise coordinator Alan Janney. “We were lucky to have great conditions.”

Albert Cabell, 41-05, readies Silver Bullet for patrol



Once at their incident site, the boats dropped a marker and commenced a box search for victims or “debris.” Next, the searches were relocated based on the calculated drift of the marker multiplied by the time since the incident began, and a second series of searches was instigated.

Meanwhile, Auxiliarists at Waukegan Harbor Coast Guard Auxiliary OPCEN monitored the radios and charted the search patterns.

Lookouts on Facility 353117 spotted a “victim,” represented by an orange, halfway to their relocated search point. A sector search centered at that point resulted in recovering all five supposed victims. Other facilities recovered two or three victims. It was decided that 117, being the highest boat, had an edge.

“Operation Gemini was the epitome of *Semper Paratus*,” said DCO and Coxswain Randy Podolsky. “It was well planned and executed by CQEC Janney. It reminded each coxswain and crew member how difficult finding a small target in

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Operation Gemini

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the water can be, and how being ready for SAR conditions is critical, allowing us to practice TCT and hone our skills. The cross border participation fit our Modernization Plan intentions to a “T” and I thank each and every unit and member that participated!”

After the successful recovery of the supposed victims and equipment, the facilities returned to the Waukegan Operations Center for debriefing and a cookout. Despite several suggestions, fruit salad was not on the menu.

The boats participating in Operation Gemini were:

- *Mink Bikini* 353117, Ted Dawson, Coxswain
- *Silver Bullet* 252359, Randy Podolsky
- *Echo V* 241024, J. Staggs
- *Sea Ox* 221355, Marvin Crone

The control vessel was:

- *John H. Scott* 251067, Alan Janney, CQEC, Coxswain and Exercise Coordinator.



DCO Podolsky checks equipment

NACON 2010 Activities Report

RANDY D. PODOLSKY, COMMODORE, NINTH WESTERN REGION

Scottsdale, AZ - 25-29
AUGUST 2010

Objective: Participate at NACON to gather latest direction from CG-542 (Chief Director), Auxiliary National Board Meetings and Commandant meeting with Senior Coast Guard and Coast Guard Auxiliary Staff.

National Recommendations Summary (these are for further action by Chief Director unless otherwise noted. They are not policy until announced):

- Create a C-school for AuxChef: Passed
- Currency Maintenance for Vessel Examiners (credit for UPV, CFVs etc): Failed
- Amendment to Award for Operations Program Ribbon: Passed
- USCG Auxiliary National Service Commitment Award: Passed
- Changes to Standing Rules relative to elections: Passed
- QE Appointment changes: Failed
- 9WR Modernization Plan Alternative Structure: Failed
- Offers for Use for Corporate assets (surface and air): Action by CHDIRAUX
- Auxiliary Ball cap designations: Failed
- Boat Crew & Coxswain Currency change to 5 years: Failed
- Reinstate CG Aux Group (team) Action Award: Failed
- ASOC requirements for DCO office: Withdrawn for committee review

NEXCOM Items (CHDIRAUX items annotated from Assistant Director's report):

- NACON 2011 will be held in Charlotte, NC Aug 2011 at Westin Hotel.
- NACON 2012 will be in A/W again.
- N-TRAIN 2011 will host staff officer training for OP, NS, AV, CM, CS, HR & MS (CG funding). Focus is on Operations. Possibly MS will be included if funding permits. DCAPTs will be invited. Location is Sheraton, St Louis.
- NACO elect Commodore Vass stated his major concern is the loss of coxswains, crew & facilities for CGAUX.

- NSAR 2011 being planned. Midwest venue is desired.
- DCO Podolsky question concerning Auxiliarists certified to coxswain or crew on CG assets not being credited in AUXDATA. NACO advised there is a code. DNACO to provide.
- Aux wear of marked PPE. Being reviewed one last time "if it is owned" (i.e. not CG issued). CHDIRAUX will advise.
- Flotilla Leadership Academy (aka FC School) needs only cover topics required. Although designed to be a 2-day course, there is no specified time requirement.
- IS officers may NOT require receipts from members to support 7029h costs and mileage.
- Tucked ODUs may be offered soon for free to members. New members should consider buying only untucked, as wear of tucked will end for active duty (possibly Aux) 12.31.12. Reminder, Working Blue wear ends for Aux 12.31.11 (or sooner if not looking sharp (i.e. serviceable).
- CG-5421 working on video presentation to satisfy the requirements for ICS-210 so that ICS-210 can be completed by teleconferencing.
- C-School for TCT Train-the-Trainers Instructors planned for N-Train 2011.
- Commodore Bruce Miller CIO described the overall strategy of information exchange concerning AUXDATA, AUXINFO, NTC, system access and POMS. In short, CGAUX finally has comprehensive oversight of all Auxiliary IS systems along with a vision for their interoperability.
- CG-5421 confirmed that there is no need for DO Security for those AUX members involved in UPV/Trident programs.
- Coast Guard "mandatory" training topics (7 subjects) on hold for Aux until DVD & AUXDATA entries can be completed.
- Nationwide Implementation of Operation "Focused Lens" – D11 briefing of counterterrorism effort that will become HQ direction for the field. Incorporates MDA, Citizen's Action Network and Unified National Expansion where AUX will participate in

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NACON 2010 Activities Report

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- “scoring” risk posed by marinas where a small boat attack may originate.
- US Power Squadron consisting of 75,000 members is exploring expansion of their on the water training as part of their strategic plan.
- Corporate Offer for Use Issue discussed where “non-sole owned” AUX facilities are not covered for claims or liability. CG-5421 still researching with legal to determine ways to provide adequate coverage.
- Funding and use of CG owned facilities for AUX use were “hot” topics. In short, D9 has satisfactory funding while leading the way in use of CG owned facilities e.g. 10 25’ RB-HS.
 - ACTION ITEM: 1) OTO/DCO develop format to provide measurement data on utilization of the RB-HS program. Consider frequency of report that will show the status of each facility, number of hours underway, SAR cases, crew competence/readiness, boat maintenance/readiness, etc. Prepare projected schedule to ensure deployment on time for FY11 along with funding needs. We should be prepared to support and defend the deployment of the 25’ RB-HS in D9.

Auxiliary National Board Meeting:

- National Elections proceeded with following results:
 - National Commodore – James E. Vass, Jr. (current VNACO)
 - Vice National Commodore – Thomas C. Mallison (current Deputy National Commodore Atlantic West-DNACO-Atlantic (W)) and AUX member in 8ER-moving to Bear Lake, MI.
 - DNACO-Atlantic (W) – Mark Simoni (current Assistant National Commodore – Prevention/Past Commodore 9CR).
- National Awards received by 9WR members:
 - AUXILIARIST OF THE YEAR 2009 – Ryan Bank
 - PROGRAM VISITOR AWARD – DIVISION 31-01 9WR
- DWH discussed by D11 where they used 60 Auxiliarists to backfill their units for those losing

active duty to DWH. 9WR has sent 7 members thus far.

- ACTION ITEM: Seeking measurement statistics from DCO/OTO to determine count of D9 Auxiliarists that were used as backfill. Number will provide good indication of relationship between local commands and Auxiliary to determine if there is a need to strengthen this relationship for future catastrophes. Need to match CGAUX skills/capabilities with CG requirements.

OTO Sector Buffalo made successful presentation of SABOT (Standardized Auxiliary Boat Operations Training) that peaked national interest. In short, D9 is leading the way on standardizing AUX boat crew training.

- ACTION ITEM: OTO/DCO 1) develop measurement of success for investment in this training; 2) develop training plan for FY11 along with funding needs.
- SABOT to be added to training sessions at 9WR fall conference with OTO Clark (9ER) presenting.

Commandant SLG Meeting:

Many items were covered as Admiral Papp recounted his views regarding asset utilization, allocation and justification as it becomes more scrutinized as we proceed forward into the 21st Century. The global community and the threats they present i.e. Arctic maritime traffic resurgence, drug interdiction increasing from South America, border [in] security with terrorism and drug trafficking in Mexico. Below are some items Admiral Papp discussed:

- Commandant is satisfied that the CGAUX is leading the way on Modernization. He’s not convinced that OPCOM/FORCECOM will receive the Congressional approval to discontinue the Area staffs.
- Commandant provided his AUX Policy Statement that emphasizes RBS. A copy of the statement has now been routed.
- 92 Auxiliary Interpreters were used for DWH.
- Admiral Papp has a philosophy that suggests we should “train for the constants so we are able

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NACON 2010 Activities Report

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to reserve energy to deal with the variables.” He knows that with Modernization, DWH, etc., we’ve overextended our “reserves” and we need to steady the course.

- SAMA funding will be increased by \$1M this year for a total of \$1.5M.
- Commodore Podolsky raised the issue to consider allocating excess CG small boats for CG Auxiliary utilization. The administrative process in place now precludes any realistic opportunity for the Auxiliary to acquire these excess boats. The Commandant would like to

consider incorporating a process to allow these excess assets to be offered to the Auxiliary as part of the overall asset allocation plan. This may be a FLAG issue especially now that HQ is reviewing the boat mix again at each station. Note: D11 has developed MOUs with DNR to use AUX crews on their facilities where the DNR has cut back due to funding.

- ACTION ITEM: DCO/OTO report opportunity for developing these types of cooperative relationships between CG and the state, DNR, etc.

Note: The chief director’s office has determined final action on NACON recommendations. See ALAUX 043-10 released November 9, 2010.

ADM Papp is a former Ninth Coast Guard District Commander. 9WR Auxiliary welcomes him as our new Commandant, thanks him for his continued exemplary service to our nation, and wishes him well.



Training Program Changes and Updates

REPRINTED FROM ALAUX

1. Auxiliary Trident Program Qualifications (effective immediately): ALCOAST 192/10 (Marine Safety Insignia), dated 16 April 2010, provided updated guidance for the entitlement of the Coast Guard Marine Safety (Trident) insignia. These changes also apply to the Auxiliary Trident insignia. Permanent entitlement for wear has been updated to require five years of sustained activity and support at a marine safety field unit.

Auxiliarists who have already earned marine safety insignia, and those who have achieved temporary-awaiting-permanent status, under the four-year requirement do not have to meet this five-year requirement.

2. The New Introduction to Marine Safety and Environmental Protection (IMSEP) Course dated September 14, 2010 replaces the July 2002 IMSEP course (effective immediately): The associated test will be available October 1, 2010. The Initial Indoctrination to Marine Safety Course (IIMS) is no longer required as a prerequisite to the new course when the new course is taken.

3. Boat Crew Qualification Program (BCQP) Currency Maintenance (effective 01 January 2011): In clarification of maintenance hours for Personal Watercraft Operator (PWO), coxswain, and boat crew member, Auxiliarists are required to perform at least 12 currency maintenance hours per calendar year after being qualified as a boat crew member. If an Auxiliarist is a PWO and boat crew member, then at least 18 annual currency maintenance hours must be performed, with at least 12 of those hours performed as PWO AND at least six hours as boat crew member. If an Auxiliarist is a coxswain and PWO, then at least 18 annual currency maintenance hours must be performed, with at least 12 of those hours in any combination as coxswain or boat crew member, AND at least six hours as PWO. BCQP currency maintenance requirements are summarized as follows:

- Boat Crew Member only At least 12 hours/year
- Coxswain only At least 12 hours/year (all hours may be performed in any combination as Coxswain or Boat Crew Member)
- Coxswain and PWO At least 12 hours/year in any combination as Coxswain or Boat Crew Member, AND at least 6 hours/year as PWO
- PWO only At least 12 hours/year
- PWO and Boat Crew Member At least 12 hours/year as PWO AND at least 6 hours/year as Boat Crew Member

4. Air Observer Medical Screening (effective immediately): In order to increase overall program safety and standardize medical requirements, all Auxiliary air observers are required to meet the same medical screening requirements as Auxiliary air crewmen. Air observer medical screening is now included as a task for qualification and currency maintenance purposes, and it must be completed prior to performing any swim task. Qualified air observers and trainees must meet this medical screening requirement by 01 January 2011. Proof of medical screening already performed in 2009 and 2010 is acceptable to initially meet this requirement. The new Flight Crew Medical Screening document AV-10-1 dated 16 SEP 10 and ANSC 7042A revised 05/2010 updates all flight crew medical requirements. The direction and form use is effective immediately.

5. AUXOP Program (effective 01 January 2011):

- a. The AUXOP program will be revised to consist of core, leadership, and elective credit elements in order to give variety to Auxiliarists, increase practical AUXOP relevance to Coast Guard missions, and better assist the Coast Guard to fulfill needed skill sets. Under the new program, Auxiliarists will be required to successfully complete a minimum of seven (7) credits from three categories of courses detailed in items (a)-(c) below to receive the AUXOP qualification. This revision will give Auxiliarists more choices to meet program requirements, allow the pursuit of preferred

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Training Program Changes and Updates

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focus areas, and apply credit for ICS training and expertise.

(1) The three required core courses, each worth one credit, shall be:

- (a) Auxiliary Weather Specialty Course (AUXWEA).
- (b) Auxiliary Seamanship Specialty Course (AUXSEA).
- (c) Auxiliary Communications Specialty Course (AUXCOM)*. * Updated Auxiliary Communications Specialty Course (AUXCOM) (effective immediately): This updated course is now available from the Auxiliary National Supply Center (ANSC). It has been reviewed, approved, and promulgated under signature of the Chief Director of Auxiliary (CG-542), and it now replaces the previously numbered Coast Guard course publication.

Auxiliarists who have already begun the previous AUXCOM version have until December 31, 2010 to successfully complete that course for credit.

(2) Auxiliarists will be required to complete one of the following leadership courses, worth one credit (AUXOP credit will not be applied for more than one course from this category). These courses include:

- (a) Auxiliary Leadership and Management (AUXLAMS).
- (b) Auxiliary Mid-Level Officers Course (AMLOC).
- (c) Auxiliary District Captain Course (Formerly RCO Course).
- (d) Flotilla Leadership Course (FLC) – this includes online and classroom versions.
- (e) Auxiliary Senior Officers Course (ASOC).

(3) Auxiliarists will be required to complete their AUXOP credits by completing a combination of the following elective courses, totaling three or more credits:

- (a) Auxiliary Search Coordination and Execution Specialty Course (AUXSC&E) (the Auxiliary Navigation Specialty Course (AUXNAV) is a pre-requisite for AUXSC&E) - 2 credits.
- (b) Auxiliary Navigation Specialty Course (AUXNAV) - 2 credits.
- (c) Introduction to Marine Safety - 2 credits.
- (d) Auxiliary Patrol Specialty Course (AUXPAT) - 1 credit.
- (e) Auxiliary Aids-to-Navigation (ATON) and Chart Updating C-school (AUX-06) - 1 credit.
- (f) Coast Guard Incident Command System (ICS) 300 & 400 (ICS 210 cannot be used as a substitution) - 1 credit.
- (g) Auxiliary Air Coordinator C-school (AUX-15) - 1 credit.
- (h) Specialty ICS courses count as one credit for completion of the in-class course and one credit for the completion of the PQS for a possible two credits. If an in-class course is not available, then PQS must be completed for credit. Specialty ICS courses include:
 - 1. ICS 346 (Situation Unit Leader).
 - 2. ICS 347 (Demobilization Unit Leader).
 - 3. ICS 248 (Resources Unit Leader).
 - 4. ICS 430 (Operations Section Chief).
 - 5. ICS 440 (Planning Section Chief).
 - 6. ICS 351 (Finance Section Chief).

(4) The previously canceled Auxiliary Search-and-Rescue Specialty Course (AUXSAR) and Auxiliary Administration Specialty Course (AUXMIN) shall be acceptable if already completed. They shall be worth 1 credit each and may be used on a one-for-one basis in lieu of course options listed in 5.a.(3) above.

b. Additional elective courses may be added by CG-5421 in the future.

c. If AUXDATA is not modified to reflect these AUXOP program changes by the implementation date, then AUXOP program completion will have to be

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Training Program Changes and Updates

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manually tracked. Primary responsibility for tracking personal training and successful course completions rests with the Auxiliarist.

- d. No time limit shall apply to successful completion of AUXOP eligibility requirements.
- e. Provisions of section 11.A.12 of the Coast Guard Auxiliary Manual that deal with the Auxiliary Specialty Ribbon shall be modified as follows:

“This recognition is presented to an Auxiliarist who has successfully completed any AUXOP course. Auxiliarists add 3/16-inch bronze or silver stars to show successful completion of additional courses which move them closer to achievement of the AUXOP device. AUXOP designation recognizes the successful completion of all AUXOP requirements, and entitles the Auxiliarist to wear the AUXOP device. Once the device is earned, the Specialty Ribbon shall be removed.”

6. Mandated Training: New mandated training course requirements for all Auxiliarists are still being developed. CG-5421 is working on putting all of these courses on a CD/DVD available from ANSC. Completion of this project is not expected until early 2011. The following new mandated training course and frequency requirements will be placed in effect at that time:

- a. Required to be performed by all Auxiliarists during their first year of enrollment and then once every five years thereafter: (Note from

DCO: per Chief Director at NACON 2010, this mandatory training will be effective for Auxiliarists as soon as on-line training is available, except as noted below.)

- (1) Suicide Prevention.
- (2) Security Education & Training Awareness.
- (3) Privacy Awareness.
- (4) Prevention of Sexual Harassment*.
- (5) Sexual Assault Prevention.
- (6) Human Relations Awareness. * Prevention of Sexual Harassment (POSH) (effective immediately): This course has been developed by the Defense Equal Opportunity Management Institute (DEOMI). It has been reviewed and approved for Auxiliary use by the Chief Director of Auxiliary (CG-542). It now replaces prior Sexual Harassment Prevention (SHP) training materials, and a corresponding AUXDATA field for completion entry is available. The course is only available on DVD from ANSC. It should be reviewed by the planned facilitator before presentation because it requires a nominal degree of audience preparation (e.g. - having pen/paper ready for pre/post quizzes) and it is designed for discussions throughout its presentation.

b. Required to be performed only once by all Auxiliarists (new members during their first year of enrollment):

- (1) Ethics Training.
 - (2) Influenza Training.
- Posted by Webmaster at 6:12:06 PM on 17 Sep 2010

D9 RDML Change of Command Cleveland, OH - April 2010



DCO Podolsky presents a gift to RDML Peter Neffenger in appreciation for his service.



RDML Neffenger with Admiral Papp, CC Commandant and incoming RDML Michael N. Parks.

Spring may have sprung, but hypothermia danger persists

FRANK JENNINGS, JR., RECREATIONAL BOATING SPECIALIST, NINTH COAST GUARD DISTRICT, CLEVELAND, OHIO

If you're like me, you've probably had enough of snow, ice and frosty cold mornings for the year.

With longer days and warmer temperatures upon us, many boaters are chomping at the bit to get outdoors and back on the water. But, before getting underway for the first cruise of the season consider this: lake water temperatures may still only be 20 or so degrees above freezing. And, that can prove deadly for unprepared boaters.

Each year the warmer air temperatures of early spring entice boaters onto the lakes to once again soak up the sun and begin their seasonal dosing of vitamin D. It's not uncommon to see boaters and their passengers adorned in T-shirts, shorts or a bathing suit, underway early in the season. It's like a moth to a flame. Yet, despite the balmy air temperatures we may be enjoying, what most inexperienced boaters fail to consider is the potential for sudden cold water immersion.

According to annual Coast Guard Boating Safety statistics, capsizing is the leading cause of boating accidents involving open motorboats. And, the majority of boating fatalities result from drowning. Of those that died the majority of victims - 90 percent - were not wearing a personal flotation device (PFD), a.k.a. lifejacket. The reasons for not wanting to wear a PFD vary and most victims probably never expected to find themselves in the water. Some victims lost their balance and fell from their boats. But, most were on vessels which capsized. In cold water, that can spell disaster.

When one experiences sudden cold water immersion, the body reacts with an involuntary response known as, "Torso Reflex." Also known as "Mammalian Diving Reflex," or "Inhalation Response," this physiological reaction consists of a sudden gasp that occurs when the face comes in contact with cold water. Rescue personnel are taught to cover their nose and mouth when entering cold water, to limit the effects of this phenomenon. However, if an inexperienced individual is immersed unexpectedly, they are most

likely going to inhale frigid water into their lungs. More often than not, this begins the drowning process. The fact that air temperatures might be far above freezing is irrelevant.

Fortunately, if one is wearing a life jacket or float coat, there is a greater chance of recovering from the consequences of Torso Reflex and therefore, greatly improving one's chances of surviving the ordeal. A PFD is the best insurance for surviving sudden cold water immersion. It buys the wearer time to think and act.

A PFD, whether a life jacket or float coat that is inherently buoyant, keeps the victim afloat, buying valuable time needed to regain situational awareness, composure and control of one's actions. Notice I said, "Inherently buoyant?" Coast Guard-approved inflatable PFDs are excellent, quality devices. And, any PFD worn is better than none at all. However, when boating earlier or later in the season, or in colder waters, an inherently buoyant PFD provides an added measure of safety because it floats without the wearer having to perform any additional steps. Manually inflatable PFDs require the wearer to activate a CO₂ cartridge, usually by pulling on a toggled lanyard. In a sudden cold water immersion, one would have to have the presence of mind to remember to activate the device. If one is set on using an inflatable PFD for cold weather boating, a Coast Guard-approved automatic inflatable may be a better option. Another point to consider: an inherently buoyant PFD has better thermal properties, which helps insulate the body.

Regardless, without the added measure of safety a PFD provides, the drowning process could begin immediately upon entering the water. Once drowning begins, it is highly unlikely a victim will survive without outside intervention or tremendous willpower to overcome circumstances.

By wearing a PFD or other flotation survival gear at all times while underway, boaters greatly increase

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Spring may have sprung, but hypothermia danger persists

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their chances of surviving an unexpected capsizing or fall into the water.

Once in the water hypothermia is the next threat to survival, even if wearing proper personal flotation gear. The body loses heat 25 times faster in cold water than in cold air. As the body loses this heat, blood retreats from the extremities. As hypothermia progresses, the victim suffers physical and mental difficulties and may become disoriented or unconscious. Severe hypothermia can lead to death or be a contributing factor in death. Anyone who has followed the tragic story of Nick Schuyler, an athletic trainer who, along with three friends was tossed in the stormy waters of the Gulf of Mexico, knows all too well. Hypothermia can be as much of a threat in the Gulf of Mexico as it is in any of the Great Lakes.

Recent research suggests there is good news, provided one properly prepares for the possibility of entering cold water. Canadian thermo-physiology professor, Dr. Gordon Giesbrecht, Ph.D, known as “Professor Popsicle” in certain circles, has conducted extensive research related to cold water immersion. As a result of this research, he has developed the 1-10-1 formula for helping to survive such events.

According to Dr. Giesbrecht’s formula, cold shock - the “Torso Reflex” - will pass in one minute. Hence: the “1” in the formula. During this initial phase, a victim may experience hyperventilation that is 600 to 1000 percent greater than the normal breathing rate. During this time, the victim must concentrate on keeping their airway free of water.

The “10” of the formula refers to the following 10 minutes during which the victim will lose the effective use of fingers, arms or legs “for meaningful movement.” Therefore, it will be imperative that a victim focus on “self rescue” techniques and continue to keep their airway clear. At this point, a victim who is not wearing a PFD will most likely drown because they will no longer be physically able to tread water to remain afloat.

The final “1” in the formula refers to the amount of time one has before unconsciousness results from hypothermia. Of course, if one employs techniques to delay its onset, such as huddling with other survivors or climbing atop a capsized boat, this time may be prolonged.

So, try to remember 1-10-1, if you plan to go boating during the earlier part of the season. And, try to remember that the best offense is a good defense. Boaters can find out more about 1-10-1 by visiting “Cold Water Boot Camp,” online at: <http://www.coldwaterbootcamp.com/pages/home.html>

Although expensive, boaters may also want to consider investing in a “Dry Suit” or some other Coast Guard-approved full-body flotation survival gear, if they expect to regularly boat in colder climates. This type of survival gear offers the best protection against hypothermia in the marine environment by insulating the body from direct contact with the water. This in turn, limits the loss of body heat.

If not wearing full-body survival gear when involved in a capsizing, the best way to reduce the chances of suffering severe hypothermia is to get as much of the body out of the water as possible. In a capsizing situation, the victim should try to climb on top of the overturned vessel or if possible, any other floating debris available. The victim needs to maintain a positive attitude and conserve energy until rescuers arrive.

And, while on the subject of lifejackets and survival gear; boaters shouldn’t forget “Man’s Best Friend.” Dogs also need the added protection of flotation while enduring colder weather. Not all dogs swim or swim well. Not all dogs like to swim. Like their human companions, dogs are just as susceptible to the harsh elements, including the effects of hypothermia. Several manufacturers make lifejackets specifically for dogs and cats, in a variety of sizes. These are a must, especially if one’s four-legged friends get underway, too.

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Spring may have sprung, but hypothermia danger persists

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Early season boaters can also adopt the following proven safe boater practices:

- File a “Float Plan” so family and friends know the planned boating itinerary.
- Never venture out alone; plan outings with other boaters who will be on their own vessels.
- Check the weather. Lake-effect snow, high winds and dropping temperatures are a good indicator an outing should be postponed.
- Carry all required safety equipment, such as visual distress signals, a sound producing device, etc. Carry visual distress signals and a quality whistle in the pockets of safety gear that is being worn so it’s close at hand in an emergency.
- Carry a VHF-FM marine radio on board. Consider a waterproof hand-held model that can be kept on one’s person. This is the best way to call for help, if needed.

- Pack gear in clear, watertight bags to limit exposure to moisture.
- Take care when moving about the boat, to prevent a fall overboard or worse, a capsizing. Don’t rush and maintain situational awareness.
- Don’t consume alcohol. It impairs judgment and reduces the body’s ability to fend off the cold.
- Take along high energy snacks and fluids that will limit dehydration.
- Set limits. Know when it’s time to call it a day. There’ll always be another day and another outing.

Boating is one of our Nation’s great recreational pastimes, a pastime that has been a part of our culture for more than a century. And, it’s a pastime that can be enjoyed for years to come, if proper planning and safety are at the forefront.



9WR Fall 2010 Conference Awards Schedule

NACON AWARDS

Meritorious Service Medal

AUXILIARIST OF YEAR

RYAN BANK

NATIONAL PROGRAM VISITOR

FLOTILLA 31-01

AUXILIARY MERITORIOUS SERVICE AWARD

Randy D. Podolsky

AUXILIARY ACHIEVEMENT AWARD

Norm and Frieda Herman

Roy and Linda Hundt

Kathy and Jerry Haegele

Bob Borowski

Norm Pearce

Ron Aidikonis

Gerry Hussin

Edward Fahrner

David Given

Robert Fong (NACON)

Commodore Aides: Richard McNulty,

Jr., John Bruhn, Robert O'Laughlin,

John McDonald and Ron Aidikonis

AUXILIARY COMMANDANT LETTER OF COMMENDATION AWARD

Jerry Heitschmidt

Amy Seeley

Brook Edwards

Brian Pigeon

Mike Lesko

Robert O'Laughlin

Alan Janney

Kate Steimel

John Van Dinter

Orville Harness

Ray Smit

Tim Hoffman

David Johnsen

Steven Fritz

Jonathan Kleiber

Paul Bissell

Mark Duff

Russell Taylor

William Noreus



AUXOPs

Rhonda Rush, John Linder, Diann

Diesel, Maureen Van Dinter

RBS DEVICE

Kathy and Jerry Haegele, Ronald

Klafka, Brian Hinton, John Lake

AUXILIARY SUSTAINED SERVICE AWARDS (Hours for Hourglass Device)

Philip Feinberg 8,062

Timothy Hoffman 7,817

Robert O'Laughlin 7,652

Sarah Dinkelman 7,564

Maureen Van Dinter 7,658

Gerald Hussin 15,425

Roy Hundt 15,584

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9WR Fall 2010 Conference Awards Schedule

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COAST GUARD MERITORIOUS TEAM AWARDS

Coastie Operators Team Award:

Mary Ellen Salenski
Preston Long
Charles Van Ameyden
Henry Dinkelmann *
Sarah Dinkelmann *
Bonnie Lindke
Michael Ciofu
Al Kracker *
Rich Voss
Fredrick Lane
Ruth Aurigemma **
Sylvia Ganzalez **
Dale Polak
Rich Grinius
Brian Bridenstine
Pat Bridenstine
Kathy Chappelle
Janice Jones
Steve Smith
Virginia Haase **
Tim Cooper
Earl Gough
Sue Darin
Lee Bahcall
George Pokorny
Peter Lemere
Paul Mason
John Wagner
Peter Tyszka
Jerry Haegele ***
Kathy Haegele ***
Linda Hunt ***
Roy Hundt ***
Valerie Hallam
Lori Martin
Ron Klafka ***
Krysta Sutterfield
Joel Berman *
Judy Johnsen *
Kelly Tebbs
Ed Burns #
Bill Stehling ***
Donna Stehling ***

Mark Furlano ***
Bill Olson ***
John Linder ***
Ed Moffat ***
Maureen VanDinter ***
John VanDinter ***
BMCS Terry Lathrop

Multiple Team awards
* Coastie and Festival
** Coastie and OPS
*** Coastie & WI Fair
Coastie, Fair & OPS
Festival & OPS

Coast Guard Festival Team Award:

Joe Sedlock
Gayle Sedlock
Bob Borowski
Mike Robertson
Ron Grams
Mike Hudak
Ken Bennett
Jennifer Bennett
Tom Johnson
Ted Vick
Tim O'Donnell
Greg Otto
Mark Kelley
Tom Kartes
Al Kracker *
Tracy Oomen
Norm Pearce
Steve Neuman
Charles T. Hill
Dan Groenendyk
Robert Auchinleck Jr.
Joel Berman *
Harvey Randall
Amelia Seeley
Dave Johnsen
Judy Johnsen *
Ed Ross
Harry Emmert Sr
Henry Dinkelmann *



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Coast Guard Festival Team Award:

Sarah Dinkelmann *
Bob Kibitz
Brian Hartley
Ralph Fairbanks
Matthew Gies ##
Mary Desena
Thomas Mullally ##
Randy Podolsky
James Fellers

WI State Fair Team

John Linder ***
John Van Dinter***
Maureen Van Dinter ***
Ed Moffat ***
Bill Olson ***
Bill Stehling ***
Donna Stehling ***
Mark Furlano ***
Roy Hundt ***
Ronald Klafka ***
Jerry Haegele ***
Kathy Haegele ***
Ed Burns #
Mel Flamer
Linda Hundt ***
Diann Kiesel
Larry Pierce
David Radowicz
Dan Soergel
Donna Wolle
Matt Savatski
Bobby Loney (8WR)
Carol Loney (8WR)

Chicago OPS Team:

Phil Aszling
Ruth Aurigemma **
Harry Bedenian
Maryellen Begley
James Bell
David Bossert
Ed Burns #
Steve Caldron
Kenneth Cali
Andrew Casavant
Mark Chertow
Joseph Conte
Eileen Corso
Ken Dixon
Diana Dolezal
Darline Dominiak
Ron Dziagwa
Steven Evanstad
Mike Foley
Matthew Gies ##
Angel Gonzalez
Sylvia Gonzalez **
Steven Guzan
Virginia Haase **
Rodger Hand
Davia Hanson
Emmanuel Harris
George Heinz
Keith Herman
Robert Higginson



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Chicago OPS Team

Brian Hinton
John Hopkins
Ed Hoover
Larry Hulina
Andre Jackson
Alan Janney
Rob Juskiewicz
George Kartsimas
Tim Kazmierczak
David Kulacz Sr.
George Laucius
John Laurie
Jean Levato
Rudy Lyles
Melvin Marcus
Gary Markle
Shelly Markle
Tim McGinley
Greg McGrath
Tom Mullally ##
Les Mutz
Lennie Occhino
Steve Olson
Peter Pallis
Kathy Paris
Tom Paris
Ed Picard
Les Piskopos
Rick Polad
Gail Raith

Chicago OPS Team

Mike Raith
Charles Raymond
Robert Reczek
John Reid
John Reinert
Joe Ridges
Rhonda Rush
Eugene Rutkowski
Andrew Ryal
James Saltouros
Dave Sathern
Mike Scott
Joe Spaulding
John Staggs
Christine Tamani
Rick Tamraz
Tom Trucco
Steve Valch
Charles Whitfield
Owen Whitman

Milwaukee Lives Saved Team

Mark Hahn
Jessica Singer
Jeffery Singer
Joel Berman
Ronald Dziagwa
James Eichenseer
Charles Hill
Matthew Matkowski
David Sathern
Donald Walker



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