



Breeze

The Official Newsletter of District 7 - United States Coast Guard Auxiliary

VOLUME LX - Summer 2014



District 7 Bridge



Commodore
John Tyson



Robert Weskerna
DCOS



William Seward
DIRAUX



Gary Barth
DCAPT-E



David Fuller
DCAPT-N



Braxton Ezell
DCAPT-W

District 7 in Action



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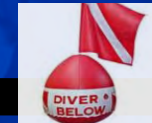
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**Breeze is the official
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7th District**

UNITED STATES COAST GUARD

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FROM THE BRIDGE TRAINING THE PUBLIC FEELS GOOD

John Tyson
District Commodore (DCO)



“Help I’ve Fallen and I can’t get on.” Those were the words of a weak and drunken personal watercraft (PWC) operator at the time of his rescue. He had been in the water for several hours, after falling from his PWC nearly five miles off-shore. Severely hypothermic and weak, he had made matters worse by wearing his life vest inverted, putting his legs where the arms should go. That made the vest of little help in keeping his head above water. Miraculously, an out-of-the-area boater was traveling north that day and noticed an unidentifiable object in the distance to her west. She turned the boat around and headed toward the object to investigate. Her decision to investigate probably saved the PWC operator’s life.

An important factor in this rescue is that the boater and her spouse had recently completed a boating safety class with the Coast Guard Auxiliary. And, in a note to the Flotilla Commander thanking him for the knowledge they gained from the boating safety course, she credited the Coast Guard Auxiliary with giving them the training that enabled them to rescue the PWC operator.

That story should make us all feel good about our work to educate boaters about safe boating practices. When we help a boater to understand and use safe boating practices — whether we do that in a class, on a boat ramp, at a marina, or in a marine supply store — we lower that boater’s chances of being in a boating accident or becoming a boating fatality. Not surprisingly, the rescued PWC operator had never taken a boating safety course.

As many of you know, the Seventh Coast Guard District often leads the nation in boating fatalities. And while there was a downturn in the number of fatalities last year, boating deaths in our district so far are higher this year. In the majority of those fatalities, the victim died from drowning and most were not wearing a life jacket. In a significant number of cases, alcohol was a factor.

All this points to an urgent need to increase our recreational boating

safety education activities. For several reasons those activities have declined in the past few years. Last year, for example, we had fewer public education courses and graduated 12 percent fewer students than in the previous year. Our district directorate chief for Prevention, Judith Hudson, and the Recreational Boating Safety Committee, comprised of district staff officers for each of the RBS mission activities, are doing a great job of developing programs for boosting RBS events and results. But those programs cannot succeed without the full support of our flotillas and the members who hold certifications needed to support our various RBS activities.

Within a few weeks, our district will launch The PE Challenge, a new and innovative program for enhancing “boating safety education.” The program also provides special recognition and rewards to flotillas that achieve the various levels in the challenge. It will be an exciting and fun program and I cannot wait to see which units meet the challenge and achieve the top rewards.

To all of you Auxiliary instructors (IT), please consider attending both of the four-hour workshops on Enhancing Instructional Skills to be offered on Saturday (learning) and Sunday (demonstrating), Sept. 20-21, at DTRAIN-2014 in Orlando, Fla. This Instructor Development course will provide many helpful techniques for making the classes you teach lively and interesting. If you are not an instructor, but would like to be, this is a clearly the workshop for you.

Lastly, thank you all for your dedication and hard work. We have a way to go before we achieve our goal of two percent improvement in our core mission activities. But with four months left in the year, if each of us completes more than “just our required tasks and competencies,” I know we will have a successful year. Keep up your good work. I love telling my colleagues in the other districts how proud we are of your excellent work and achievement.

Semper Paratus! RRR

FROM THE BRIDGE IT TAKES TWO

Bob Weskerna
District 7 Chief of Staff (DCOS)



In August of 1971, The Sonny and Cher Comedy Hour took to the air as a summer replacement series (CBS). If my math is right, that was forty-three years ago. I recall a fairly amusing duo and a song they sang: “It Takes Two.” The ‘two’ part is obvious, but I recall nice harmony and amusing banter back and forth between, well, the two of them. Thinking about that summer, the song, and this recreational boating safety (RBS) article, it occurs to me that Sonny may have hit upon the key to upping your RBS performance quotient. It’s worked for nearly a dozen years for me. More later.

AVOID SOLO RBS MISSIONS

- Find a partner from your flotilla (or another, it doesn’t matter much) and do joint missions. Another way to look at it is to do RBS missions as a shared experience. Pick a day of the week and make this shared mission part of your routine. It takes two—or more. Sonny would say, “Just do it.”
- Three works as well as two; in fact if you share the driving expenses, this is the way to go.
- You’ll be creating a shared history.
- Your “RBS team” may help keep each of you perpetually motivated.
- Set team goals, but keep it very informal. If this feels like work and not fun, you won’t make it through your first year—and I’m being optimistic.
- Utilize each of your team members’ personal skills. That includes personalities.
- Don’t forget that at least one member of your team has to do the paperwork. Some folks actually don’t mind doing this, believe it or not.
- The FUN factor cannot be ignored. The genius of the Auxiliary is the baked-in fellowship. Without this, it’s just another job. If Auxiliary missions start to feel like a job, some begin to think that it’s time to hit the want ads and get a paying job.
- Share your experiences with your flotilla members often. Take pictures (photographs) and tell war stories at breaks during your flotilla meetings. Submit them to your flotilla newsletter.
- Get out in your community and make yourselves known. We’re the Auxiliary, not the active duty. Dockmasters, shopkeepers, marina rats, etc., will tell you things that might just be useful to the Coast Guard. It happens. Get to know the names and some details about the ‘regulars.’ A regular might be someone you run into on a regular basis.

When we started this type of ‘patrol’ many years ago, one of my partners told me, and I quote: “I never met anyone I’d prefer being with to my dog.” I knew in an instant that this was not going to be easy, but it has worked out great. Don’t give up on your team. Maybe I was just lucky, but my day with the team is something I wouldn’t, and haven’t, given up over the years. It’s kept me interested in what we do, which is PV, VE, MS, and more. I’m not going to tell you that it also gets you out of the house and makes you more interesting to your spouse. I’d never say that.

BBB

FROM THE BRIDGE HELP PREVENT LOSS OF LIFE

Commander William E. Seward
Director of Auxiliary, District 7



As I complete my first month as the Director of Auxiliary, I want to share with you how grateful I am to be a part of the effort to improve recreational boating safety.

I come to the Seventh Coast Guard District with a deep appreciation for the importance of the Auxiliary. As the largest segment of membership in the Coast Guard and operating in the most populous recreational boating public in the United States, the Auxiliary of the Seventh Coast Guard District is well-positioned to accelerate its influence and impact on the most important mission before us — promote and improve recreational boating safety.

I am excited by the opportunity to work with the Auxiliary's Chain of Leadership and my staff to ensure that our members are supported as we carry out our mission. I recognize that I have a lot to learn. I intend to invest time and attention to get to know and understand the Auxiliary processes and procedures, our stakeholder partners, and issues and factors that influence our organization.

In preparing this article, Mr. Bruce Wright, our Recreation Boating Safety specialist, shared a bit of history with me. I learned that, back in the 1970s, the U. S. Coast Guard established Boating Safety Detachment teams across the country (a.k.a. "BOSDETs"). Their mission was simple: boating safety outreach to the recreational boating public. The team consisted of a chief boatswain's mate and a small contingent of petty officers. The teams would visit boat shows to show off their prize visual outreach tool, "the Ranger Half

Boat," an attention getter at any venue, showing the dissected skeleton of a once fully functional recreational fishing vessel. The challenge was to lure the attendees into the booth and then enlighten them with safety recommendations. The BOSDET has long disappeared from the ranks of the active duty. However, the watch has been assumed and embraced by the Coast Guard Auxiliary.

Community gatherings are excellent venues to provide the boating public with the simple message of "WEAR YOUR LIFE JACKET." This is more easily conveyed to and embellished by a young person than an old salt saying, "I navigated the seas when the waves were as high as the elephant's eye and, by the way, I'm a damn good swimmer." Most people need only a tiny reminder that safety in the form of a properly fitted life jacket might just allow them to see the sunrise after a boating mishap, whether under the most benign of weather conditions or the most perilous.

I encourage all of you to help us prevent unnecessary loss of life by educating the public to "WEAR A LIFE JACKET." Get out, get involved, and encourage boating safety at even the smallest of gatherings. Instead of looking at the overwhelming challenges of educating each and every boat owner, operator or passenger, simply look at it as saving a life — one life jacket at-a-time.

Working together we can make meaningful and measurable improvements in recreational boating safety. I'm delighted to partner with you in this important undertaking. 

FROM THE BRIDGE EARN RBS SPECIALIST DEVICE

Gary P. Barth
District Captain East (DCAPT-E)



Most people joined the Coast Guard Auxiliary to be on boats and to assist the Coast Guard in their many various missions. But, why did you join? What types of activities did you want to do? Was the mission of the Coast Guard Auxiliary really explained to you?

The Mission of the Coast Guard Auxiliary is to promote and improve Recreational Boating Safety. Section A.1.c of the 14 United States Code § 823 states:

The Auxiliary is a valuable resource in securing the interest of boaters in the Coast Guard's boating safety program. 14 U.S.C. § 823 provided that the Auxiliary shall be composed of U.S. citizens who own motorboats, yachts, aircraft, radio stations, or who, because of training or experience, are deemed by the Commandant to be qualified for membership in the Auxiliary. The statement accompanying this legislation indicated the respective roles contemplated for owners of motorboats, yachts, aircraft, or radio stations. The statement reflects the distinction which must exist between the preventive and remedial activities of the Coast Guard as the foremost maritime Federal Government safety agency:

"On the preventive side, the Coast Guard could better promote safety in operation of small boats if it brings into a voluntary civilian organization persons interested in the safe operation of motorboats and yachts."

Four Cornerstones. Historically, the Auxiliary's primary missions had been vessel safety checks (VSCs), public education (PE), and operations. These three missions, together with fellowship, were known as the four cornerstones. Today, the four cornerstones are defined in the Auxiliary Manual as follows:

- | | |
|--------------------------------|---------------------------------|
| 1. Member Services | 3. Operations and Marine Safety |
| 2. Recreational Boating Safety | 4. Fellowship |

Recreational Boating Safety is near the top of the Four Cornerstones for Auxiliarists. Many times, members forget that our main missions are to serve both the Coast Guard and the general boating public.

We can accomplish this in three basic areas: Public Education, Vessel Safety Checks and Program Visits. Other offices such as public affairs and publications are also important in this endeavor, but these three are the primary areas of concern.

Public Education. Providing classes on Boating Safety is critical to our mission. We have several formats to convey our safety education messages. Probably the best classes are the *Boating Safety and Seamanship* classes and the *About Boating Safely*. Depending on your geographic location, one of these programs could be mandatory for some or all members of the public to operate a vessel on the water. This varies greatly from state to state.

We have partnered with the United States Power Squadrons® (USPS) to help accomplish this mission. And many flotillas have successfully provided this vital education in schools, to students. Middle and high schools are the most critical. Younger persons will be operating watercraft in many areas, and it is essential that they receive the proper education in being safe and legal. Other flotillas have teamed up with local law enforcement units to help to get members of the public to a boating safety class.

What innovative ways can you think of to increase attendance in our boating safety classes? If you have any good ideas, please forward them up your Chain of Leadership. By doing this, hopefully we can better fulfill our most critical role of educating the public about boating safely on the water.

Vessel Safety Checks: VSCs are another critical mission of the Auxiliary. Making the public aware of what safety equipment is required and/or recommended for their particular vessel is of the utmost im-

portance. Think how many times you've inspected a vessel and found expired safety signals, navigation lights that don't work properly and other safety hazards.

During the VSC, we have a great opportunity to discuss other important items of safety. We can also suggest that they attend a boating safety class, if they have not done so as yet. Remember, we are NOT law enforcement. Our role is to instill the importance of being safe on the water. You are providing a vital and possibly life saving service when performing the safety check. Frequently, we get new members from vessel safety checks and our boating safety classes.

Program Visitor. What is a program visitor? What is the purpose of program visitors and partners? The program visitor is a great resource to the local recreational boating community. The program visitor provides information about recreational boating safety to business establishments so that they, in turn, can make the information available to the boating public. The goal of this program is to establish "community partners" and to visit them on a regular basis. Information on boating safety classes and vessel safety checks can be made available to our business partners and to the general boating public as another means of creating a safer boating environment for all.

Recently, the United States Coast Guard and the Coast Guard Auxiliary have partnered with the USPS for program visitors. This is a new program for the USPS. The Coast Guard Auxiliary can serve as mentors to USPS members who wish to become program visitors.

New Members. In the past, we had problems keeping new members who were in AP (approval pending) status because they could not be involved and certified in some activities. Now, new members who have completed a boating safety class can participate and become certified as vessel examiners, program visitors and instructors. This is a way to keep the new member involved and excited about their membership. Keeping new members involved in these important programs is also a great way to improve retention and keep members within our flotillas.

Recreational Boating Safety Specialist. The Recreational Boating Safety Specialist is a fairly new program to recognize members for their efforts in supporting the Auxiliary's programs and activities within or related to the Recreational Boating Safety (RBS) program. The requirements to receive the award of this device cover a two-year period based on "points" in various categories. To qualify to receive this device, you must do the following:

RBS Award Criteria

- 1. Public Affairs.** Effective January 1, 2010, includes the following missions: 10B Speeches/Talks, 10C Broadcast Media, 10F Print Media, and 10J Community Relations/Booths. Form 7030H has the details for reporting of these missions. These hours are limited to actual mission hours and do not include preparation or travel. One point per hour.
- 2. Public Education.** Any hours recorded using any of the 04 codes. One point per hour as lead instructor and a half-point per hour as an assistant/aide.
- 3. Vessel Safety Checks and Vessel Facility Inspections.** One point per vessel examination.
- 4. RBS Visitation.** Based upon the number of RBS program visits. One point per visit.
- 5. Legislative Outreach.** Any hours recorded as Federal or State Legislative Outreach (Codes 65A or 65B). Hours recorded are the face-to-face contact hours and do not include preparation or travel hours. Scoring: 1 point per hour recorded for codes 65A or 65B. State RBS Outreach: Any hours recorded as meetings with a state BLA or state BLA staff must be reported as mission 65C on ANSC Form 7030. Hours recorded are the face-to-face contact hours (activity) and do not include preparation or travel hours. Scoring: One point per hour, for mission 65C, recorded for BLA and/or BLA staff meetings on ANSC Form 7030.
- 6. Annual Cap on Recognition.** Members may be credited a maximum of 120 points per year from any combination of the above determinants.
- 7. Award of the Device.** Any member earning 240 points or more, over a period of two consecutive years, using the formulas specified above, will be awarded the RBS Device.

Recreational Boating Safety is every member's responsibility. If you are not already working to ensure boating safety, there are many ways for you to help. Do your best and HELP SAVE A LIFE. Support the Recreational Boating Safety program.



FROM THE BRIDGE RBS TEAMS ACHIEVE RESULTS

David M. Fuller
District Captain North (DCAPT-N)



Recreational Boating Safety (RBS) stands out as the primary mission tasked to the Auxiliary by the Coast Guard. RBS is one of the areas where members (especially new members) can make a difference in saving lives and preventing injuries. Your efforts in RBS will almost never make the headlines, but, by teaching a boating safety class, performing a vessel safety check, or providing materials and advice to our program visitor partners, you are making a tremendous difference behind the scenes.

Rarely will you know when the work you have done has made a difference and a person used that advice or knowledge to make a decision that kept them out of trouble. Occasionally, I have had people let me know after I taught them a boating safety class that they used this or that piece of information from the class and it made them a safer boater. There is no greater satisfaction than to know that you have made a difference in someone's life.

It is not a coincidence that RBS is the number one goal for the Coast Guard Auxiliary and specifically District 7. As a quick review, the District 7 Strategic Plan for 2013-2016 contains the following four goals:

- 1. Goal: Increase effectiveness in recreational boating safety missions to achieve a two percent per year reduction in boating accidents and fatalities in the Seventh District during the plan's four-year period.**
2. Goal: Develop and implement a structured program for training flotilla and division officers in the use of exemplary leadership practices.
3. Goal: Increase the growth and diversity of the district's ready volunteer force by a net two percent a year.

4. Goal: Ensure joint planning and mission development with the district's six sectors, four air stations, and Seventh Coast Guard District headquarters.

Focusing on goal number one concerning RBS, the following are the strategies to achieve the goal:

- a. Establish a working committee of district staff officers responsible for Public Affairs, Public Education, Program Visitation and Vessel Safety Checks to recommend programs and tactics for reducing boating accidents and fatalities by two percent a year for five years. Divisions should form similar teams to promote collaboration among staff for events such as National Safe Boating Week, Coast Guard unit open houses, and area safe boating events.
- b. Task flotilla Public Affairs officers with increasing the level of publicity in areas with a high number of boating related accidents and fatalities.
- c. Partner with commercial, recreational, civic and governmental organizations to promote boating safety events.
- d. Conduct annual skills workshops for instructors, utilizing technologies such as Internet-based learning.
- e. Develop and implement a program to encourage flotillas to increase their vessel safety checks and program visits by two percent each year.
- f. Give high priority to partner visits to paddle craft sales and rental outlets, and the use of boat rental education kits.
- g. Encourage members no longer able to participate in operational activities to join the campaign for greater effectiveness in recreational boating safety missions.

We know that flotillas utilizing the “team” approach have the greatest success in achieving and exceeding these goals. Flotillas that have a “one man band” approach do not perform as well and become highly dependent on one or two members for all their efforts in RBS. If that member becomes sick or transfers, then the activity nearly comes to a halt in the flotilla.

The team approach spreads out the load among several members and lessens the dependence on one or two members. It also provides greater opportunities for more members to participate, especially those that just want to get their feet wet without making a major commitment of time. It is essential for flotillas to entice member participation in all Auxiliary programs, and RBS is an excellent opportunity for new members as well as members shifting their focus with Auxiliary duties. The team approach helps with facilitating mentoring for members new to the programs and assists in identifying potential future flotilla staff officer (FSO) candidates. This team approach needs to extend beyond the core group of Public Education Instructors (PE), Program Visitors (PV) also known as RBS Visitors, and Vessel Examiners (VE). It must include Communications Services (CS), Materials (MA), Member Training (MT), and Public Affairs (PA). These four support functions make the core functions of RBS possible.

Every vessel safety check (by a VE) is an opportunity to talk about our boating safety classes and provide a class schedule and contact info. Some flotillas have put together a package to be handed out to every boater and include such items as the federal requirements, state law books, PE class schedules, list of helpful websites and resources, America’s Waterway Watch, and any other local information. You can even target specific types of vessels with one package for paddle sports, one for power boats, and one for sailboats. You know what fits best in your area with local needs, but the idea is to put printed material in the hands of boaters. Putting this package together in a Ziploc® style bag will keep it all together and dry.

Regardless of how good the FSO-PE is at doing their job delivering education, they need help recruiting folks to fill the seats and that is where CS, MA, MT, PA, PV, and VE bring their skills and resources to bear. MA and PV are an important part of the team to get the word out to our silent salesmen — the boxes on our partners’ counters where the public can pick up our materials. Don’t forget your members as a force multiplier to spread the word. The former FSO-PE in

my flotilla sent out a class announcement flyer to all flotilla members a couple of weeks prior to each class and asked members to print a few copies and drop them off wherever they visited – library, church, grocery store, etc.

Some flotillas have formed partnerships with boat dealers and offer a discounted course to everyone who buys a boat. In some cases, the dealer paid for the class and the students present a voucher when taking the class. Occasionally, demand exceeded the capacity of the room and we had to add a special class just for customers of the boat dealer. I am sure you can think of other ways to spread the word on our classes. Another area with huge potential is with children’s programs. Several flotillas have programs and partner with schools. Some teachers have added our courses to the school curriculum as an elective or enrichment course. This has resulted in large increases in the number of graduates under age 17 in flotillas with school partnerships. We have several course offerings suitable for children of all ages, and the kids may help push their parents into a course as well.

We also know that flotillas with an RBS team approach have more success in attracting new members from boating safety classes, vessel safety checks, and from our messages delivered to the public through PV boxes, flotilla website information, and PA articles published in local newspapers or carried on radio or TV. Additionally, these flotillas have lower numbers of disenrolling members because they keep members active and engaged in our missions. Having a robust RBS team will help you meet both the number one district goal of increasing RBS, and will positively impact goal number three of increasing membership by two percent per year — a double win for our members and the boating public!

If you have not already done so, please put together an “RBS Team” in your flotilla. The people these programs touch will never forget your efforts and the water will be safer for all of us. Please accept my thanks for all you do to make a difference with our efforts to achieve fewer injuries and fatalities to the boating public. Know that your efforts and actions in performing the RBS mission might even save someone’s life.

As always, be safe and have fun! I look forward to seeing you in Orlando at D-TRAIN.

Semper Paratus! 

FROM THE BRIDGE THANKS FOR VOLUNTEERING

Braxton R. Ezell
District Captain West (DCAPT-W)



The realization that 2014 is already half over may come as a surprise to many. Therefore, I want to take this opportunity to thank all of you for your volunteer service this year and in all previous years. It is through your diligent efforts and devotion to our core values that District 7 maintains a reputation for excellence. Your contribution of time, resources, and talent is very much appreciated not just by the Auxiliary but especially by our “Gold Side” shipmates.

Perhaps a reminder of who we are will reinforce our value as a force multiplier:

Who are we?

- We are District 7, United States Coast Guard Auxiliary.
- We are the civilian component of the United States Coast Guard.
- We are America’s Volunteer Lifesavers.

Who are our customers?

- We are an integral part of the Coast Guard and we serve the American public.

What is our core purpose?

- Our core purpose is tied to the Coast Guard’s vision, values and missions. Our primary missions are:
 - To promote and improve recreational boating safety (RBS);
 - To provide a diverse array of specialized skills, trained crews, and capable facilities to augment the Coast Guard and enhance safety and security of our ports, waterways and coastal regions; and
 - To support Coast Guard operational, administrative and logistical requirements.

What exactly do we do?

We assist the Coast Guard, as authorized by the commandant in the performance of any Coast Guard function, duty, role, mission, or operation authorized by law, except its military and direct law enforcement missions. For the past 75 years, we have provided our time, efforts, and resources to support the Coast Guard in its multitude of missions. In fact, from June 24, 2009, to June 23, 2014, District 7 Auxiliarists provided more than 4,453,872 hours of service to the Coast Guard and the public. In RBS missions, District 7 Auxiliarists performed more than 112,600 vessel safety checks, more than 88,400 program partner visits, delivered more than 119,500 hours of boating safety course instruction, graduated 44,800 students, and conducted more than 167,750 hours of public outreach.

What is a volunteer?

Volunteers offer themselves for service of their own free will. A volunteer renders service cooperatively and willingly with no legal obligation to do so. Service is help or assistance given to others, be it service to a religious organization, service to one’s country in the military or service to civic groups.

To really understand a volunteer, we need to examine the heart of the volunteer. Volunteers give selflessly of themselves, their skills, and their resources without any thought of gainful reward. Volunteers support and defend our Coast Guard core values of *Honor, Respect, and Devotion to Duty* and give courage to others in their time of need.

Courage is resistance to fear, mastery of fear — not absence of fear.
(Mark Twain, 1835–1910)

The key characteristic of a volunteer is a servant's heart. It is their spirit. They live to serve. They help, they pitch in, they do the "dirty jobs" that no one else wants to do. They never get enough credit, but that's not important to them.

You must give some time to your fellow men. Even if it's a little thing, do something for others — something for which you get no pay but the privilege of doing it. (Albert Schweitzer, 1875–1965)

It has been said "never underestimate the commitment of a volunteer." The true value of a volunteer cannot be measured, at least in empirical terms. The volunteer knows and understands this. A volunteer does not need a pat on the back, an attaboy, or another ribbon on the uniform for doing the right thing. Our reward is the satisfaction of doing a good job and making a difference and giving courage to others in their time of need. The value of our service rests in our very soul and our servant's heart. We cannot explain it, cannot put a value on it, but we know.

The Coast Guard truly values our efforts, though some days we may question our effectiveness. The long and short of this question is: Would a military organization charged with the responsibility of "homeland security" put up with our cadre of "mature" volunteers if we truly didn't bring value? I think not. In fact, I know not!

The events of September 11, 2001, forever changed this country. Since then our service has undergone major changes in its organizational structure, personnel policies, operational policies, and missions. Changes will continue to occur and we will continue to evolve. Under the current budget constraints, we will be asked to do more with less. To meet the emerging needs of the 21st century, District 7 has responded to these challenges and leads the nation in its innovative and progressive policies. There will be continuing challenges, but we will meet those challenges and continue to provide proven, competent support to the Coast Guard while continuing to promote and improve delivery of our RBS missions to the American public.

We have a very long and distinguished history of service to the Coast Guard and this nation. We must not forget our history, but we need to chart a new course for the future. Thank you again for your volunteer service. We will continue to proudly serve and remain, *Semper Paratus!*

BREEZE



ST. PETERSBURG, Fla. — Visitors to the Sector St. Petersburg Open House on May 17, 2014, observing Armed Forces Day and the 75th Anniversary of the Coast Guard Auxiliary watch a simulated air rescue by an Air Station Clearwater MH-60 Jayhawk helicopter from the decks of Coast Guard Cutter Vise. Coast Guard Auxiliary photo by Dick Risk, Senior Editor, *Breeze*.

LETTERS TO THE EDITORS

LET'S GET ON WITH IT!

Stephen Ellerin (DSO-PB)
District Staff Officer-Publications



Our theme for this month's *Breeze* is Recreational Boating Safety (RBS).

RBS is why we're here; it's the primary mission assigned to us, members of the Auxiliary, by the Coast Guard. It's a pretty wide umbrella — and like a good umbrella, the term Recreational Boating Safety "covers" almost everything we do. However, RBS works only when we, the members of District 7, get involved.

Every time an Auxiliarist stands watch at a station, cooks a meal for active duty members, inspects the underside of a bridge, goes out on patrol or teaches a class, s/he frees up an active duty member to focus on securing our borders or enforcing our country's laws.

For part of this summer, I was privileged to travel to a number of places, from Israel to Western Europe. Wherever I went in England, shops featured T-shirts with the theme "Keep Calm"; most read, "Keep Calm and Carry On." Then there were variations on the theme, ranging from "Keep Calm and Dream Big" to "Keep Calm and Go Fishing."

One of my last stops was in Scotland. While I didn't relish putting on long sleeves in summer (one reason I moved to Florida was so that I wouldn't need long sleeves even in winter), it was a thoroughly enjoyable visit. And a store window in Edinburgh offered a local variation on the ubiquitous T-shirt: "Keep Calm and Get Oan Wae It."

Let's do that in District 7. If you are at the



Statue of the Coast Guardsman at the American War Memorial in Cambridge, England. Note that our Coastie is wearing his life vest. Auxiliary photo by Stephen Ellerin, DSO-PB.



point in life where you have the time, get out there and enrich your life by volunteering. If you're still building your career, take on a new task that helps build your resume. However you choose to participate, let's get on with it.

When we patrol our own little pond or area of responsibility (AOR), it's easy to believe that the Auxiliary is the biggest presence in RBS. But step inside the halls of the next meeting of the National Safe Boating Council or attend a session of the International Boating and Water Safety Summit, and you quickly realize that we're only the tip of one point on a multi-pointed star.

There is a legion of boating safety organizations out there. And while we may be the only one authorized to perform Coast Guard patrols, many of those who want to partner with us may be doing a better job than we are at reaching some key boating or water safety constituency.

To pretend that we don't need them is illusory. So in District 7, in your division or flotilla, reach out to compatible organizations in your AOR. If you're not sure which organizations have current Memoranda of Agreement (an "MOA") with the Auxiliary, check the National Outreach Directorate ("B") website at <http://bdept.cgaux.org/wp/> (then click the "Partners" tab at left) or http://bdept.cgaux.org/wp/?page_id=82#partners.

Remember that no one of us is as good as all of us, and that when we sail together, we can leave a bigger wake. As a speaker from the International Maritime Rescue Federation reminded our leaders at NACON, when our goal is to save lives on the water, ***"There is no competition except with the elements. Collaboration is the key to our success."*** BBR

DISTRICT 7 IN ACTION

U.S. Coast Guard Auxiliary Aviation Program Provides Direct Support to Air Station Missions

Uniqueness of Operation Bypasses Division and Flotilla Structure

A powerboat that had made a distress call to the Coast Guard, followed by its radio silence, is met by a Coast Guard vessel from Sector Jacksonville. The powerboat was located by an AUXAIR facility piloted by David Cristol, Flotilla 14-4, Jacksonville Beach, Fla., upon receiving coordinates from a Coast Guard dispatcher. The boat was found to be under power, and all passengers were wearing life jackets. Coast Guard Auxiliary photograph.

DISTRICT 7 IN ACTION

By Dick Risk, Senior Editor, *Breeze*

The U.S. Coast Guard Auxiliary Aviation Program (AUXAIR) has its own structure, separate from surface operations or communications, and is distinctive in that it is organized on a district basis without a parallel structure at the division and flotilla level. This is partly due to the unique nature of aviation, in that an aircraft facility is able to bypass flotilla and division geographic boundaries and, in many cases, an entire district's area in one flight. Aviation orders and direction flow directly between the air station and the district aviation staff.

The mission of Auxiliary operations is to provide operational, logistical, and training support for appropriate Coast Guard programs. Auxiliary aircraft are most often used as observation, communications and logistics platforms.

AUXAIR is organized at the district level in the Response Directorate, under a district staff officer for Aviation (DSO-AV). Within District 7, the Response Directorate is headed by Craig Elliot, district director for response (DDC-R), Flotilla 15-8, Hernando Beach, Fla. Managing AUXAIR for the district's far-reaching area of responsibility (AOR) is Ken Plessner, Flotilla 12-3, Lake Murray, S.C. The district's AOR stretches from South Carolina, Georgia and Florida to Puerto Rico and the U.S. Virgin Islands (V.I.). Plessner supervises the assistant district staff officers, also known as Auxiliary air coordinators, assigned to Coast Guard Air Stations

Auxiliary Aviation (AUXAIR) Missions Varied and Complex



A Division 7 Auxiliary Aviation (AUXAIR) team leverages the Coast Guard's interagency partnerships. On this mission, a U.S. Customs and Border Protection agent checks an imaging infrared sensor, which detects very small surface targets at long ranges. These systems help locate vessels at sea and ultimately save lives. Both agencies fall under the Department of Homeland Security. Coast Guard Auxiliary photo.

Savannah (Ga.), Clearwater (Fla.), Miami, and Borinquen (Puerto Rico), as well as assistant district staff officers for training, standards, technology, personal protective equipment and management.

The district flight safety officer (DFS0) is an advisor to the aviation staff and to the district commodore for flight safety issues. Doug Armstrong, Flotilla 16-1, Christiansted, V.I., serves that role in District 7. The DFS0's

responsibilities include working with the DSO-AV in evaluating the safety of district aviation programs and procedures, developing and implementing an aviation incident plan and being a member of the District Aviation Board. The DFS0 reports directly to the district commodore on these matters and on overall safety of Auxiliary flight issues.

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Above: Coast Guard Rear Adm. John H. “Jake” Korn (left) commands the Seventh District, which encompasses an area of 1.8 million square miles and shares operational borders with 34 foreign nations and territories. Doug Armstrong, Flotilla 16-1, Christiansted, U.S. Virgin Islands, AUXAIR District 7 flight safety officer and owner of a Citation Mustang twin jet facility, often transports the admiral as he manages his area of operations. Coast Guard Auxiliary photo.



This 18-foot yola (Puerto Rican fishing boat) with seven illegal immigrants on board was spotted by an Auxiliary crew in the Mona Passage, the strait that separates the islands of Hispaniola and Puerto Rico and connects the Atlantic Ocean to the Caribbean Sea. Immediately after being spotted, the passengers spread blue tarps over themselves to appear less conspicuous to aerial surveillance.

The Auxiliary aircraft remained on scene for an hour and a half before it had to return to base because of darkness. A short time later, a Caribbean Air and Marine Dash 8 aircraft reacquired the target of interest from the position provided by the AUXAIR crew. The Dash 8 was soon joined by a Coast Guard cutter and helicopter plus a U.S. Customs and Border Protection fast boat. When the yola resumed its high-speed journey to make landfall on the north shore of Puerto Rico, the fast boat crew shot out the yola’s engines and detained the would-be illegal immigrants. Coast Guard Auxiliary photo.

Plesser notes, “One of the hallmarks of the last couple of years has been a broadening of the AUXAIR mission set for each of the air stations, with expanded response to the needs of the sectors. This is both a challenge and an opportunity—a challenge to broaden and refine our own skills and an opportunity to provide even better service to our parent air station commands. It’s clear that we are responding effectively to this ‘raising of the bar.’”

AUXAIR offers several ways to be part of a valuable team. An Auxiliarist can serve as observer, air crew, copilot, first pilot or aircraft commander, and can participate in a number of mission areas. AUXAIR aviators have varied aviation backgrounds; many include prior military experience. Auxiliarists who hold FAA Pilot Certificates may participate in AUXAIR either as Auxiliary pilots, depending on their certificates and experience, or in non-pilot positions as observers and air crew members. Currently, 154 Auxiliarists in District 7 participate in AUXAIR, including 35 aircraft commanders, 9 first pilots, 9 copilots, 57 air crew and 44 observers. Among the pilots, 12 are additionally certified as instructor pilots and flight examiners. “Auxiliary pilots are more than ‘pilots’ flying for AUXAIR,” says Armstrong. “We must always see ourselves as professionals who are held to the Coast Guard standard.”

Just as surface operators volunteer their boats, pilots volunteer their aircraft for use as facilities. All aircraft used in AUXAIR operations must be U.S. Coast Guard approved facilities. Planes are inspected annually to verify that they meet USCG requirements and that all paperwork is in order. Multi-band encrypted radios are provided by the Coast Guard to ensure operational security. Auxiliarists using their own aircraft on ordered missions are eligible for reimbursement for fuel and maintenance expenses. They are also covered by federal insurance and liability protection in the performance of their official Auxiliary duties. Plesser reports there are about 45 aircraft facilities in the district.

Annually, AUXAIR logs about 12,000 flight hours — 1,000 hours per month. Crew hours would be triple that amount, according to Plesser. District 7 accounts for about a quarter of the Auxiliary’s flight hours, and the percentage is growing: 20 percent in calendar year 2011; 21 percent in 2012; 23 percent in 2013; and 26 percent in 2014 to date.

By federal law, qualified Auxiliary pilots while assigned to duty are considered to be Coast Guard pilots, as are Auxiliary aircraft deemed

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At right, the crew of the Coast Guard Cutter *Farallon* maneuvers to pick up bales of cocaine from the water (circled in red) in 3-5 foot swells, south of Puerto Rico. On April 30, 2014, a 35-foot go-fast vessel with two outboard engines was spotted traveling northbound without any navigation lights. Pursued by Coast Guard Cutters *Farallon* and *Drummond*, out of Sector San Juan, an HC-144 maritime patrol aircraft from Air Station Miami. An armed MH-65 intercept helicopter from Air Station Borinquen shot out one of the outboard engines, and law enforcement agencies apprehended the craft.

Authorities interviewing two captured suspects learned that a third person had jumped overboard to avoid apprehension as law enforcement units approached the disabled vessel. Although the Coast Guard conducted a large-scale search, lasting 34 hours and covering 546 square miles, the third person was never found.

During that search, Coast Guard active duty and Auxiliary crews located, and subsequently recovered, 45 bales of contraband from the water. The bales tested positive for cocaine — some 1,280 kilograms worth about \$37 million on the street. Coast Guard Auxiliary photo.

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to be Coast Guard aircraft when on assigned duty.

Missions Varied, Often Complex

Virtually every patrol undertaken by AUX-AIR occurs in a multi-mission environment. Aircraft may have several simultaneous or sequential missions on the same patrol. For example, during a maritime safety patrol:

- Coast Guard personnel can come onboard as part of an area familiarization mission;
- Training can be conducted with Auxiliary or Coast Guard vessels or radio stations;
- Observer or pilot trainees may join the team as part of their training.



As with surface operators, air facility operators receive patrol orders based on the needs of the Coast Guard and the availability of crews and facilities. The decision to employ Auxiliary resources rests with the Coast Guard operational commanders. As the Auxiliary grows as a “force multiplier,” the Coast Guard encourages operational commanders to use Auxiliary assets and personnel to fulfill non-law enforcement duties. Coast Guard air stations are the order issuing authority (OIA) for AUXAIR.

By law, the Coast Guard has 11 missions, and AUXAIR personnel participate all of them in various ways, while avoiding legally prohibited direct military or law enforcement actions that would endanger Auxiliary personnel. The risk of an Auxiliarist encountering a maritime threat while performing missions may not be greater than that to the boating public.

Maritime Observation Missions (MOMs) have the objective of searching for and reporting obstructions to navigation, fires or other disasters, and boaters in distress. MOMs may also include specific tasking to search for or identify vessels near bridges, in shipping lanes, in the approaches to harbors or sensitive locations, and/or to photograph such events and vessels.

Some MOMs may be described as homeland security patrols or harbor patrols. The AUX-AIR mission may include flights close to sensitive locations such as power plants, bridges, liquefied natural gas terminals, inner harbors, and cruise ships. MOMs are in direct support of — but separate from — the Coast Guard’s Ports, Waterways and Coastal Security (PWCS) mission. They were created as a distinct mission category for the Auxil-

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Using a pollution boom, salvage workers attempt to contain a petroleum sheen from a vessel that had run aground near Amelia Island, along Florida's northeast coast, 30 miles from Jacksonville. Monitoring pollution is part of the Coast Guard's Marine Environmental Protection (MEP) mission. This patrol was conducted by an AUXAIR facility. Auxiliary photo by David Cristol, Flotilla 14-4, Jacksonville Beach, Fla.

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iary to avoid confusion because of the inherent danger associated with PWCS patrols and the lack of authority for the Auxiliary to engage in direct law enforcement and military activities.

An concept called Maritime Domain Awareness (MDA) emerged, with a high priority, in the wake of the terrorist attacks of September 11, 2001, to improve safety and security. While not a mission of its own, MDA is now an inherent part of virtually every operation activity. MOMs are non-law enforcement missions whose primary purpose is to increase MDA by observing areas of interest and reporting findings to the Coast Guard operational commander. Should Auxiliarists observe anything suspicious during normal multi-mission patrols, the Coast Guard instructs that they should record and report the same immediately, via means other than marine band radio, if feasible, but take no additional action.

Search and Rescue (SAR) is a critical mission for the Coast Guard and for the Auxiliary. A SAR mission may arise from a call-out, from a planned event as part of a multi-day or multi-mission search, or from the diversion of an aircraft from another mission already in progress. Since any mission may include a SAR case, it is especially important that all pilots and crew fully understand the requirements

and procedures for SAR and be proficient and current on all related flight procedures.

For Auxiliary aircraft, SAR response often requires searching for a person or vessel on the waterways. The Auxiliary aircraft in this scenario functions as an observation and communications platform, following certain criteria in the search for the target. SAR generally takes priority over other missions, but it must be coordinated with the Coast Guard unit controlling the mission. As always, the pilot and crew must ensure that they have the skills and resources to complete a SAR before accepting the mission.

On a SAR mission, the air team can extend the search area by up to 20 times that which can be covered by surface vessels alone. With proper planning, surface vessels can be in an optimum position to reach the vessel or person in distress, once the aircraft locates it. As time is often critical for a successful SAR mission, the time saved by coordinating operations enhances the likelihood of a successful SAR.

Marine Safety is a generic term for a class of missions that focus on keeping the boating public safe. This mission usually involves one or more generalized sweeps of the sector, keeping a lookout for vessels in distress or unusual activity on the waterways. In many cases, the area covered is also being patrolled by Auxiliary or active duty surface vessels. Combining aircraft with surface craft effectively increases the span and efficiency of the coverage. Working as a team, the aircraft detects incidents and targets, and may guide surface craft or helicopters to the scene.

AUXAIR missions may include overflights of critical infrastructure areas to record and report information. On these missions, Auxiliarists search for and report boaters in distress, obstructions to navigation, fires, or other disasters. Missions may include the specific task of searching for or identifying vessels near bridges, in shipping lanes, in the approaches to harbors, or sensitive locations and/or to photograph such events and vessels. AUXAIR regatta support/safety zone support missions provide an overview of marine events and check for potential hazards or vessels entering designated "safety zones."

Marine Environmental Protection (MEP). Auxiliary aircraft may be assigned to fly over channels or harbors to report pollution or oil or fuel spills. Auxiliary aircraft can assist sectors in this mission by patrolling and observing harbors or other areas for unreported spills,

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and reporting their observations back to the applicable sector. Prompt detection and notification are key to limiting the environmental damage from a spill. All means that shorten the lag time between the spill and notification of appropriate agencies help reduce consequent environmental damage. Auxiliary aircraft provide a useful observation platform for detecting spills.

Living Marine Resources. Protecting the U.S. Exclusive Economic Zone (EEZ) and key areas of the high seas is an important Coast Guard mission. One goal is to halt the degradation of our ocean's natural resources from effects of maritime activities. Specifically, this mission seeks to give our protected marine species the protection necessary to help their populations recover to healthy, sustainable levels. This includes protecting the EEZ from foreign encroachment, enforcing domestic fisheries law, and working with the Department of State to develop and enforce international fisheries agreements. AUXAIR participates in a non-law enforcement way by observing, reporting and locating.

Law Enforcement Support. While the Coast Guard has law enforcement authority, the Auxiliary by law does not. However, the Auxiliary Air may provide direct support to law enforcement missions of the Coast Guard, including Drug Interdiction and Migrant Interdiction. During these missions, Ken Plessner explains, "Auxiliary aircraft must maintain a safe distance from any possible threat."

Drug smuggling into the U.S. from the Caribbean is prevalent within District 7, and AUXAIR has been called upon numerous times to locate vessels suspected of carrying contraband. AUXAIR uses SAR pat-

terns, and directs Coast Guard vessels to intercept suspects or helps spot cargo thrown overboard when smugglers are about to be apprehended.

AUXAIR also assists the Coast Guard in its Migrant Interdiction mission by spotting people attempting to enter the U.S. illegally over water. The Auxiliary does not participate in apprehensions, leaving that to the Coast Guard and other law enforcement agencies.

Defense Readiness. As a component of joint and combined military forces in peacetime, crisis and war, the Coast Guard is assigned four major national defense missions: maritime intercept operations, de-



Active duty and Auxiliary crews brief at CGAS Borinquen before flying a maritime observation mission on an MH-65 helicopter. Auxiliarist Ken Plessner, Flotilla 12-3, Lake Murray, S.C., second from left, heads the AUXAIR program as District 7 staff officer for aviation. Others, from left, are Carlos Matos, Flotilla 1-10, San Juan, Puerto Rico, assistant Auxiliary air coordinator for operations, and Coast Guard Lieutenants "Rafy" Ramos and Min Kim. Auxiliary photo.

ployed port operations/security and defense, peacetime engagement, and environmental defense. Although prohibited from a direct military role, Auxiliary aircraft and surface vessels may be deployed on actual or practice Coast Guard training exercises. In some cases, Auxiliary aircraft serve as "targets" for detection and intercept. In others, the AUXAIR asset supports the exercise through observation or transport.

Aids to Navigation (ATONs). AUXAIR assists the Coast Guard and other concerned federal agencies in checking and verifying aids to navigation and charting details, including reporting discrepant aids to navigation, verifying private aids, and sub-

mitting chart corrections/updates. AUXAIR assists with overflights of navigation aids and waterways, observation of aids and markings, by reporting discrepancies and changes, and transporting personnel and materiel.

Ice Operations. Auxiliary aircraft may be assigned missions to fly

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over channels or harbors to report ice conditions. Ice reconnaissance missions are conducted primarily to ensure shipping channels are safe and free of ice. For obvious reasons, this mission is more common in other districts with colder climates.

The following AUXAIR general support missions are not listed among the Coast Guard's statutory missions but were created specifically for the Auxiliary.

Area Familiarization. Auxiliary aircraft provide excellent resources for familiarization of a Coast Guard unit's area of responsibility (AOR). Commanding officers (COs) may request that personnel at Coast Guard groups, sectors, other units or cutters travel as passengers or crew aboard Auxiliary aircraft for area familiarization purposes. It is often helpful to provide area familiarization overflights for ATON personnel. Flying a "pre-cruise" mission for the crew of buoy tenders provides them with a bird's eye view of the mission area.

Logistics and Interagency Support. The Auxiliary Aviation Program is often tasked with transport of personnel or equipment both within a district and across its boundaries. Since deployed active duty crews must often operate outside their normal support infrastructure for prolonged periods, the occasional mechanical problem poses a support challenge. Providing needed support might mean diverting active duty, fixed wing assets to deliver components and specialists to remote locations, at great cost. Coast Guard AUXAIR units can often provide this much support for less than 10 percent of the cost and, because AUXAIR units deploy from loca-



A single-engine AUXAIR aircraft based at Miami Air Station and piloted by Peter Hecht, Flotilla 69, Opa-Locka, Fla., with Marty Rosenberg, Flotilla 54, Delray-Boynton Beach, Fla., as air crew, responded to tasking in support of Sector Key West.

On January 11, 2014, Sector asked them to investigate a "good Samaritan" report of a group of migrants ashore on the Marquesas Keys. The Marquesas Keys form an uninhabited island group about 20 miles west of Key West, 4 miles in diameter, and largely covered by mangrove forest. They are an unincorporated area of Monroe County, Fla. Indeed, 39 migrants had landed in what is believed to be one of the largest single migrant events in several years, in the largest rustic vessels ever seen in the Key West area of operations.

The AUXAIR facility remained on scene for more than an hour until the Cutter *Nantucket* arrived to rescue the migrants. Because they had reached U.S. soil, the migrants were turned over to U.S. Customs and Border Patrol for "dry foot" processing. The U.S. initiated the "wet foot, dry foot policy" in 1995 as an amendment to the 1966 Cuban Adjustment Act, passed when Cold War tensions ran high between the U.S. and Cuba. Under the amendment, when a Cuban migrant is apprehended in the water between the two countries, he is considered to have "wet feet" and is sent back home. A Cuban who makes it to the U.S. shore, however, has "dry feet" and can qualify for legal permanent resident status and eventual U.S. citizenship. Coast Guard Auxiliary photo.

tions closer to the forward operating area, parts can be delivered in less time. District 7 AUXAIR units often conduct logistics missions to the Bahamas, Guantanamo Bay (Cuba), Dominican Republic and other areas across the Caribbean.

During local disasters (flood, storms, earthquake, etc.), outside agencies may request

Auxiliary aircraft, and the district commands and/or Coast Guard air stations may approve such use.

1000 Words. Auxiliarists are encouraged to carry digital cameras on patrols, since photographs of areas of interest greatly assist in homeland security of harbors, pollution

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An MH-65 helicopter on a training mission from Coast Guard Air Station Savannah takes up the “signaling position” alongside an AUXAIR facility (note its wingtip in the foreground), serving as a ‘target.’ One of Savannah’s missions is to deploy to Washington, D.C., to conduct air intercept over the National Capital area. The digital signboard in the helicopter’s rear window scrolls “U.S. Coast Guard” followed by instructions to the intercepted airplane. Crew of the “target” facility is Ken Plesser, Flotilla 12-3, Lake Murray, S.C., pilot; Bob Hastie, Flotilla 10-2, Savannah, Ga., copilot; and Peg Peterson, Flotilla 12-3, observer. Coast Guard Auxiliary photo by Bob Hastie.

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spills, vessel traffic, public relations events, and environmental concerns.

Participating in AUXAIR

To enter the AUXAIR program, an Auxiliarist must first become a “basically qualified” (BQ) member. This involves getting some education about the Auxiliary, its structure and organization, and having a Personal Security Investigation completed. As the Auxiliary predominantly deals with boating safety, some background knowledge about boating is a necessity. New Auxiliarists therefore must take an Auxiliary boating safety course, another qualified course or self-study,

and then pass an examination.

Once basically qualified, members may study in any of several Auxiliary programs, including AUXAIR.

Interested Auxiliarists take Auxiliary aviation training, completing the syllabus for their level of qualification and passing a physical examination. After a check of their knowledge and skills by an Auxiliary flight examiner, they may be certified by the district director of Auxiliary (DIRAUX) as pilots, observers or air crew in the AUXAIR Program.

“Aviation, in general, is intensely demanding; military aviation even more so,” Plesser notes. “Participants in the AUXAIR program are expected to make a substantial commitment of time in order to maintain their operational proficiency at a very high level. The level of professionalism in AUXAIR, measured in airmanship, dress, comportment and attitude, is expected to be on par with active duty pilots and crew.”

Pilot Qualifications. Pilot candidates must successfully pass two written open book tests, five Incident Command System (ICS) courses from the Federal Emergency Management Agency (FEMA), take water survival training, and pass a rigorous check flight.

An Auxiliary pilot is pilot-in-command (PIC) of each mission. Pilots must be qualified and current for the current mission. Missions that occur at night or in instrument meteorological conditions generally require two instrument rated pilots at the controls.

Like the active duty Coast Guard, AUXAIR has three qualification levels for pilots: aircraft commander, first pilot, and co-pilot. Minimum requirements for the different levels for pilots are measured by PIC time and are:

- 1000 hours with an Instrument Flight Rules (IFR) rating for aircraft commander;
- 500 hours for first pilot; and
- 200 hours for co-pilot.

These levels qualification determine the types of missions the pilot is authorized to fly. (All pilots must pass recurrent flight checks and undergo annual safety training.)

(Continued on page 22)

(Continued from page 21)

AUXAIR does not offer flight training for pilots. Rather, it builds on certifications a pilot has already earned. Pilot applicants learn about search and rescue (SAR) techniques and patterns, Coast Guard communications, and Coast Guard flight safety rules and procedures.

Non-Pilot Crew Positions. Non-pilot crew positions include observer and air crew. Observers must pass air operations training and egress/water survival training. Air crew are observers with additional training and qualifications.

Observers generally handle communications between aircraft and Coast Guard units, assist the pilot with navigation, keep records in the air, and focus their attention outside during a search. Observers are the “payload” for search missions. AUXAIR cannot perform most missions without the observer.

Observer training first includes aviation orientation, observation techniques, communications, search techniques and patterns, and safety and survival skills. Observer candidates must also pass a written, open book test, take water survival training, and gain experience in the air on missions, and then demonstrate those skills to a first pilot or aircraft commander.

To earn the “air crew” rating, candidates round out their knowledge with further instruction on aviation and aircraft operations, crew resource management, aviation communications, and navigation procedures. Candidates complete the air crew training syllabus, are trained and examined on that material by instructor pilots and flight examiners and, if successful, are certified by the director of Auxiliary.

All flight crew members (including all observers, air crew, and pilots) complete annual emergency egress training and water survival training. This includes a 75-yard swim wearing a flight suit and uninflated life jacket, life raft and emergency gear familiarization, and may include optional training in the SWET—Shallow Water Egress Trainer.

Never Quits: AUXAIR training is ongoing, with aviation training workshops held at least annually. Recurrent training is conducted in AUXAIR patrol and administrative topics, plus crew resource management, aviation decision-making, risk management, aero-medical



Juan Carlos Porcello of the Dominican Naval Auxiliaries; Chuck Fischer, Flotilla 16-1, Christiansted, U.S. Virgin Islands, Auxiliary air coordinator for Air Station Borinquen, Puerto Rico; and Coast Guard Capt. Drew W. Pearson, Sector San Juan commander, discuss AUXAIR operations during the Auxiliary annual aviation workshop. Coast Guard Auxiliary photo by Robert A. Fabich, Sr., ADSO-PB, Flotilla 16-1.

topics, Federal Aviation Regulations, and general aviation safety topics.

Success of the Auxiliary Aviation Program depends in large part on coordination and liaison within the district structure with Coast Guard air stations, units and sectors. Maintaining these important relationships and assisting these entities in joint training is essential to the AUXAIR program’s success.

For information on joining AUXAIR, email Ken Plessner.

Source material for this feature includes the Response Directorate, U.S. Coast Guard Auxiliary; Auxiliary Aviation Training Manual, COMDTINST M16798.5B; Clarification of Auxiliary Roles in Homeland Security, ALCOAST 033/06, and interviews with named AUXAIR members.

R R R

District 7 Board Meeting and Training

September 18-21, 2014 ■ Orlando, Florida



Put faces to the names ■ Meet your fellow members in District 7 ■ Come for the training and fun

To register for conference and meals, download agenda and select training, click below or paste into your browser:

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(Mention Coast Guard Auxiliary to receive room rate of \$101 per night)

TEAM COAST GUARD

Saluting is a Military Custom Observed in the Auxiliary

Adapted from *Auxiliary Guide to Protocol and Courtesy*
by Al Bidwick, Flotilla 86, Venice, Fla., & Dick Risk, Senior Editor

The hand salute is a long-established form of greeting and recognition exchanged between persons in the armed services. Although saluting between Auxiliarists is not usually the custom, on occasions, when in uniform and "covered" (such as when returning a salute rendered by a member of the Armed Forces), courtesy and custom call for a salute. When saluting, it is also customary to exchange greetings, such as "good morning," "good afternoon," or "good evening" along with the salute.

Obviously, if the other person is a senior officer (higher in rank than your "office equivalent"), you should originate the salute and follow the greeting with "sir" or "ma'am," with a smile or a cheerful expression.

When out of doors in uniform and addressing the National Ensign or whenever the National Anthem is rendered, give a military salute. This especially applies to the respect paid at Morning or Evening Colors (raising/lowering the flag), ceremonies aboard a ship (not underway), or aboard a Coast Guard or other military installation. During the ceremony of Colors, those present in uniform should come to attention and render the military salute. The same applies if the flag is passing in a parade or in review. The salute to the flag in a moving column should be rendered at the moment the flag passes. During a rendition of the national anthem when the flag is displayed, all present in uniform should face the flag and render the military salute at the first

note of the anthem and retain the salute until the last note. When the flag is not displayed, those present should face toward the music and act as they would if the flag were displayed there.

When out of doors and not in uniform, render the "civilian salute," by standing at attention and placing the right hand over the heart. Any male civilian headdress should be removed, held in the right hand over the heart.

When on a Coast Guard or other military installation in a vehicle at the time of colors, and traffic safety permits, stop and sit at attention, but do not salute. If a passenger in a boat, remain at attention, seated or standing. The boat officer or coxswain salutes for the boat.

When indoors and the flag is presented or the National Anthem is played, all should stand at attention. During the Pledge of Allegiance, all, in uniform or not, should place the right hand over the heart.



U.S. Coast Guard Commandant Admiral Paul F. Zukunft renders a salute to Coast Guard members who have "crossed the bar" at the memorial service on August 1, 2014, at the annual Grand Haven (Mich.) Coast Guard Festival. Coast Guard Auxiliary photo by Dick Risk, senior editor, *Breeze*.

When "covered" in uniform (i.e., when not under a roof, so that a hat is called for), correctly execute the hand salute by raising the right hand smartly until the tip of the forefinger touches the lower part of headdress or forehead, above and slightly to the right of the right eye, thumb and fingers extended and joined, palm down, upper arm horizontal, forearm inclined at 45 degrees, hand and wrist straight. As you do, turn your head toward the person you are saluting. To complete the salute, drop your arm to its normal side position and return your eyes to the front.

Some of the more frequently observed saluting errors include failing to hold the position of the salute until the person saluted returns it; failure to look at the person or colors being saluted; failure to assume the position of attention when saluting; and failure to have the fingers, hand, and arm positioned properly (see the previous paragraph). Gross errors include saluting with a cigarette in the hand or mouth, saluting with the left hand in a pocket, or returning a salute in a casual manner.

As volunteers, we don't have to don the Auxiliary uniform. However, once we do, we're part of Team Coast Guard.

R R R

Meet District 7's New Director of the Auxiliary (DIRAUX)

by Stephen Ellerin, DSO-PB, *Breeze* Editor

Beginning in July of this year, as our new Director of the Auxiliary (DIRAUX), **Commander (CDR) William "Bill" Seward** provides workforce management for the 5,700-plus members of the Seventh Coast Guard District Auxiliary. As such, he maintains standardization and directs training, evaluations and examinations for all Auxiliary qualifications.

In that capacity, he also serves as the District Commander's advisor and subject matter expert on the Auxiliary and Recreational Boating Safety (RBS) issues. He also manages the budget and provides direct operational support for six the Coast Guard Sectors and four Air Stations within the Seventh District's area of responsibility (AOR). CDR Seward intends to work closely with our elected and appointed Auxiliary leadership on all training, assignment, administrative and operating issues.

To oversee the Auxiliary Recreational Boating Safety program, he collaborates with federal, state & local agencies in three states and two territories to promote safe public boating. His staff includes one chief warrant officer, two petty officers, and three civilian employees. Although new to this position, he is not new to this area. CDR Seward recently completed an assignment as the Communications Department Head & MH-60T Jayhawk Aviator at CG Air Station Clearwater, Fla.

A native of Kodiak, AK, CDR Seward graduated from Embry-Riddle Aeronautical University with a BS in Professional Aeronautics. He began his military career by enlisting into the Alaska Army National

Guard at the age of 17. In 1990, he attended Officer Candidate School at the Alaska Military Academy, and earned his commission as a Second Lieutenant (2LT) in the U. S. Army Reserve. He moved from the Armor Branch to the Army Aviation program, where he earned his "wings" in the UH-60L Blackhawk.

In 1999, Captain Seward resigned his Army commission to accept a commission as a Lieutenant Junior Grade (LTJG) in the U.S.

Coast Guard. In doing so, he became the first Alaska Native (Tlingit Indian) designated as a CG Naval Aviator. He was assigned to CG Air Station Kodiak, AK, where he flew the HH-60J Jayhawk.

Since then, he completed the Aviation Safety & Security and served as the Air Operations Officer & Deputy Chief of Response at CG Sector San Diego, the CG Liaison Officer to the U.S. Border Patrol, San Diego Sector HQ, and as the Chief of Logistics & Commanding Officer of Enlisted Personnel at CG Sector Jacksonville, Fla.

Welcome aboard, Commander.



U.S. Coast Guard Commander (CDR) William "Bill" Seward is District 7's new DIRAUX. Coast Guard photo.

RBR



THE COMMANDANT OF THE UNITED STATES COAST GUARD
Washington, DC 20593

U.S. COAST GUARD AUXILIARY POLICY STATEMENT

The U.S. Coast Guard Auxiliary is the uniformed volunteer component of our Service. The Coast Guard's guiding principles of SERVICE TO NATION, DUTY TO PEOPLE and COMMITMENT TO EXCELLENCE are only achievable through the combined efforts of all Coast Guard forces. The Coast Guard Auxiliary is a valuable, dedicated and indispensable part of the Coast Guard team.

Established by Congress on June 23, 1939, as the Volunteer Reserve, the Auxiliary conducted many of the Coast Guard's domestic missions while the Active Duty and Reserve components were forward deployed during World War II. The Auxiliary has continued its great service to our Nation ever since.

The spirit of volunteerism and patriotism that called the first Auxiliarists to duty continues today in the more than 30,000 professional men and women who faithfully execute assigned Auxiliary missions throughout our Nation, its territories, and in foreign countries where U.S. engagement is enhanced by Auxiliary services. Upon enrollment, Auxiliarists pledge to support the Coast Guard Auxiliary and to faithfully execute assigned duties, and to abide by the governing policies established by the Commandant. They are a crucial force multiplier for the Coast Guard's sustained mission excellence.

Auxiliarists enthusiastically provide experience, talent, and platforms for a wide range of activities, including, Maritime Safety Outreach, Search and Rescue, Safety and Security Patrols, Disaster Response, Pollution Response and recruiting. These activities enable the Coast Guard to successfully execute all its mission, and they do it without compensation!

The Auxiliary missions are:

- To promote and improve Recreational Boating Safety;
- To provide a diverse array of specialized skills, trained crews, and capable facilities to augment the Coast Guard and enhance safety and security of our ports, waterways and coastal regions;
- To support Coast Guard operational, administrative and logistical requirements.

I charge all Commanders, Commanding Officers and Officers in Charge to continually strive to include the Auxiliary in mission execution and support so that we can maximize sustained excellence across all mission areas.

PAUL F. ZUKUNFT
Admiral, U.S. Coast Guard



Coast Guard Auxiliary photo by Dick Risk, Senior Editor, BREEZE



District 7 Hosts 2014 National Convention



PHOTO HIGHLIGHTS

ORLANDO, Fla. — Auxiliary District 7 hosted the 2014 National Convention at the Rosen Centre Hotel Aug. 21-23, featuring bi-annual elections, award presentations, schools, exhibits and camaraderie.

U.S. Coast Guard Commandant Admiral Paul F. Zukunft attended, accompanied by his wife, Fran DeNinno-Zukunft.

Mark Simoni, Flotilla 24-5, Saginaw, Mich., was elected to succeed Thomas C. Mallison, Flotilla 31-8, Manistee, Mich., as Auxiliary national commodore (NACO). Next year's convention will be held in San Antonio, Texas.

Above: Delegates gather for National Board Meeting, opening ceremonies and elections. **Left:** Admiral and Mrs. Zukunft on the dance floor at the Fourth Cornerstone 75th Anniversary Dinner. **Right top:** Newly-elected National Executive Committee (NEXCOM) members, l to r: Larry L. King, Pascagoula Miss., deputy national commodore (DNACO), Atlantic West; Rodney E. Collins, Felton, Calif., DNACO, Pacific; Kenneth E. Brown Sr., DNACO, Atlantic East; Rick Washburn, Kingsport, Tenn., vice national commodore (VNACO); and Mark Simoni, NACO. **Right bottom:** Randy Patton, Flotilla 15-3, Ocala, Fla., receives the Auxiliary Commandant Letter of Commendation from Admiral Zukunft, flanked by Rear Admiral John H. "Jake" Korn, Commander, 7th District. Auxiliary photos.



Photo by Mary Patton, USCGAUX, ADSO-PB



Clockwise from upper left: Terry Barth, Flotilla 58, Ft. Pierce, Fla., is flanked by USCG Capt. Tom Boross, chief director of the Auxiliary, and new National Commodore Mark Simoni; **Dottie Riley**, Flotilla 79, Tampa, Fla., receives the Meritorious Team Award from Admiral Zukunft; District 7 Commodore **John Tyson** accepts an award from USCG Rear Admiral Paul F. Thomas, assistant commandant for Prevention Policy, flanked by COMO Mallison and Barry Novakoff, director of Public Affairs; **Robin Conn**, Flotilla 79, Tampa, Fla., flanked by Admiral Zukunft and Rear Admiral Jake Korn, commander, USCG 7th District, Miami; **Bob Weskerna**, chief of staff, 7th District, accepting Cooperative Charting Award on behalf of Flotilla 11-1, Clearwater, Fla.; **Diane Riggan**, Flotilla 59, Stuart, Fla., branch chief, National Safe Boating Week; **Stephen Ellerin**, Flotilla 82, Longboat Key, Fla., receives the Meritorious Team Award from Admiral Zukunft; and **Wilson Riggan**, Flotilla 59, Stuart, Fla., Meritorious Team Commendation from Admirals Zukunft and Korn.

Except as noted Auxiliary photos downloaded from: <http://tinyurl.com/NACONpix>





USCG Pipe Band to Become 'Commandant's Own'



GRAND HAVEN, Mich. — The U.S. Coast Guard Pipe Band, comprised of active duty, Auxiliarists, Reservists and wartime veterans, will become known as “The Commandant’s Own.” Coast Guard Commandant Admiral Paul F. Zukunft, who takes pride in his Scottish heritage as a member of Clan Menzies, along with his paternal German surname, has adopted the group as his own. The ensemble members wear kilts of the Hamilton tartan in honor of the first Secretary of the Treasury, Alexander Hamilton, who formed the Coast Guard’s forerunner, the Revenue Cutter Service, in 1790. The pipers plan to display also the Menzies tartan. Admiral Zukunft made the announcement on Aug. 23 in Orlando, Fla., at the Commandant’s Banquet concluding the 2014 Auxiliary National Conference. *BARB*

Above: Admiral Paul F. Zukunft, front left, and Auxiliary National Commodore Thomas C. Mallison pose with the U.S. Coast Guard Pipe Band prior to the Grand Haven Coast Guard Festival Parade on Aug. 2. **Left:** Admiral Zukunft discusses adding “The Commandant’s Own” to the ensemble’s title with Drum Major Andy Anderson, right, Flotilla 38, Plantation, Fla., and Pipe Major M.L. Loudermilk, Flotilla 29, Lake Lanier, Ga. Auxiliary photos by Dick Risk, senior editor, *Breeze*.

The Commandant of the Coast Guard takes pleasure in presenting the

COAST GUARD UNIT COMMENDATION



to

UNITED STATES COAST GUARD AUXILIARY

for service as set forth in the following CITATION:

For exceptionally meritorious service from June 24, 2009, to June 23, 2014, while providing unprecedented levels of dedicated public service and operational support to the U. S. Coast Guard's missions. Demonstrating remarkable professionalism and boating safety expertise, the Auxiliary performed over 1.1 million vessel safety checks and marine dealer visits, delivered over 540 thousand hours of boating safety course instruction and conducted over 809 thousand hours of public outreach. Displaying superior underway and airborne operational proficiency, Auxiliarists logged over 19.8 million hours of support and patrol missions, saved over one thousand lives, assisted over 20 thousand boaters in distress and prevented the loss of more than 185 million dollars in property. The Auxiliary always answered the call, remaining in lockstep with the Coast Guard's response to every major incident. In 2010, unique Auxiliary talents were brought to bear in the international response to the Haitian earthquake, blazing new trails in the application of social media to locate and save dozens of trapped victims.

Also during that year, well-qualified Auxiliarists filled essential incident command post watch positions and augmented active duty units to support the Deepwater Horizon response. Similarly in 2012, Auxiliary commitment following Super Storm SANDY and Hurricane IRENE was instrumental to effective Coast Guard response and recovery operations. The Auxiliary consistently found innovative ways to support the Coast Guard, including establishment of the Auxiliary Food Services program which trained Auxiliarists to augment Coast Guard galleys, afloat and ashore. Auxiliarists involved with Public Affairs, Interpreter Corps, America's Waterway Watch, and many other programs further contributed to Coast Guard success by volunteering their professional talents, mastery of trade, and disciplined initiative wherever and whenever needed. The Auxiliary's unwavering efforts directly contributed to unprecedented national boating safety achievements, highlighted in 2013 with the fewest boating fatalities in 50 years. Despite incredible challenges amid keen competition for America's volunteers, the Auxiliary grew its membership, provided over 22 million hours of inspirational support to the Coast Guard, and kept our Nation's coasts, lakes, and waterways safe and secure. The professionalism, pride, and devotion to duty displayed by the United States Coast Guard Auxiliary are in keeping with the highest traditions of the United States Coast Guard.

P. F. ZUKUNFT

Admiral, U.S. Coast Guard
Commandant

FEATURE ARTICLES

Boat Insurance—Who Needs It?

By Bruce White, Vessel Safety Check Branch Assistant (BA-VEV)

The last thing anyone wants to think about before heading out for a day on the water is insurance. When a Vessel Examiner, however, gets to the “Discussion Items” portion of the vessel safety check, a few well thought out comments on the topic of insurance may prove valuable.

If the boat is paid for and trailered, then boat insurance is most likely not required, though boaters should check their state requirements to make sure. However, owners with boat loans can expect their banks to require boat insurance. Similarly, insurance will likely be mandatory for boats kept in a marina slip or dry storage.

Every boater should ask, “If I am in a collision with another boat, am I definitely protected in the event of claims and lawsuits brought by the other party?” If the answer is ‘no’ then serious consideration should be given to purchasing boat insurance.

Unfortunately, we live in a litigious society and boaters typically spend a lot of money for their boats. Having boat insurance will bring both peace of mind and protect assets.

A standard homeowner’s insurance policy provides little physical damage coverage — and only while the boat is on the homeowner’s property. It may, however, be possible to add marine enhancement coverage to the policy. Boaters can often get a multi-policy discount by obtaining a boat policy from the same company that provides their home and/or auto insurance. Owners who go to a different provider for boat insurance may still receive a discounted rate if they have taken a safe boating course.

Many companies offer boat insurance, and research is necessary before selecting the most appropriate and affordable policy. The price of boat insurance varies widely and is affected by many factors including the age and boating experience of the owner, and

condition, type, and location of the boat. For example, coverage for inland boats may be cheaper and physical damage coverage may be less expensive for boats with diesel engines. Similarly, a lay-up discount may be available for boaters in colder climates. Lay-up is the time period the vessel is not used.

There are several types of coverage such as agreed value, actual cash value, and replacement cost, and various deductible options, which will be either a fixed amount or a percentage of the coverage. Liability limits normally are \$100,000, \$300,000, \$500,000, or even higher. Hull insurance is similar to a combination of comprehensive and collision insurance on autos, and liability coverage may be called Protection and Indemnity (P&I). Purchasing umbrella insurance is another option for having increased liability coverage.

Vessel examiners will be doing the boat owner a favor if, during the examination, s/he brings up the advisability of boat insurance.



RIVERVIEW, Fla. — A trailer in need of repair and the tides conspired to give this vessel a bath. Allisions and collisions are not the only reasons to consider boat insurance. This boater had just rebuilt the engine and was taking it out for a shakedown cruise. The trailer broke when the owner tried to get the vessel out of the water. So he tied it to the back of the dock on the Alafia River and went to look for another trailer. The tide went out, and the boat hung sideways because the lines did not have enough slack. When the tide came in again, it flooded the boat. Law enforcement came on the scene and deployed a boom to contain fuel. The owner paid to have the boat re-floated and towed. Coast Guard Auxiliary photo by George Papa-beis, Flotilla 7-9, Tampa Bay, SO-PA, Division 7.

FIVE THINGS ALL PARENTS SHOULD KNOW ABOUT WATER SAFETY

By Petty Officer 1st Class Tabitha Buttierries,
5th Coast Guard District, Command Center, Portsmouth, Va.

Although I am a Coast Guard search and rescue coordinator at the Fifth Coast Guard District, today I'm writing as a mother of a toddler and a grade-schooler. I have been involved with Coast Guard search and rescue for more than 12 years, and every time I'm involved in a case that involves the death of a child it breaks my heart. I want to take a moment to remind parents and grandparents how to keep your children safe while at the beach.

1) Watch your children while at the beach! Even a small wave can topple a child and pull them out to sea in a very short time. Keep an eye on your kids. You wouldn't let your child run around unattended in a mall parking lot, and the waters at the beach can be just as dangerous. Among children 1 thru 14 years of age, fatal drowning remains the second-leading cause of unintentional injury-related death, just behind motor vehicle crashes. Drowning happens fast, and is not as loud or splashy as portrayed in media. A person who is drowning won't be splashing and yelling; it will be hard to notice they're in distress. Learn more about drowning and what it actually looks like.



2) Have a proper fitting lifejacket. Lifejackets save lives! If the lifejacket is too big, it can ride up on a child's body and slip off the child. If the lifejacket is too small; it won't keep them afloat. Remember, arm "floaties" are NOT a good alternative to the buoyancy of a lifejacket. Learn about how to properly fit a lifejacket for your child.

3) Check the weather before your beach visit. It might look like a sunny day, but weather can change quickly without notice while

on the beach or in a boat. Storms can blow in, and lightning strikes can be dangerous.



on the beach or in a boat. Storms can blow in, and lightning strikes can be dangerous.

If you hear thunder, get out of the water and find safety fast. In the United States an average of 62 people are killed each year by lightning. Learn more about lightning safety.

4) Beware of rip currents; educate your children on their dangers. A rip current is a powerful channel of water that flows **away** from the shore and takes even the strongest swimmer off shore without their awareness. Rip tides can be narrow or more than 50 yards wide. Rip currents are common and can occur on any beach with breaking waves, including large lakes. The US Lifesaving Association estimates rip currents account for more than 80 percent of all beach rescues and more than 100 deaths annually at U.S. beaches. Learn more about rip currents and what to do if you're caught in one.

5) Know whom to call for emergencies. Most people instinctively call 911 when a disaster happens, but the Coast Guard is not linked to the 911 dispatch. Doing a little research to obtain the number for the nearest Coast Guard station can greatly reduce the time it

takes for a Coast Guard unit to arrive on scene. In emergencies, those precious minutes could mean the difference between life and death.

Trips to the beach are supposed to be fun, not tragic. Please keep your children safe – the best search and rescue case is the one that never happens! *BBB*

Reprinted from the COMPASS, official blog of the U.S. Coast Guard, August 5, 2014.



Getting underway? Be prepared!

One of the most important things to do before heading out on the water is to file a float plan.



Coast Guard photo by PA1 Tasha Tully

By David Glaser, District 92, Flotilla 32, Hamburg, N.Y.

Last year, nearly 5,500 boating accidents resulted in more than 550 deaths and 2,600 injuries. Most people look at this statistic and think, “It will never happen to me.” However, most of these accidents involved experienced boaters.

It is important to plan for the unforeseeable. What do you really need on your boat? What do you do if you are in need of assistance? Here are some tips to keep you prepared on the water:

Before you leave the slip

Always tell someone where you are going and when you plan to return. The best and easiest way to do this is to fill out a float plan. A float plan details crucial information

— such as where you are going, a description of your vessel and when you planned to return — that is important to rescue crews. Get the free form at <http://www.floatplancentral.org/>

Besides a float plan, you should have your boat examined yearly. The Coast Guard Auxiliary conducts vessel safety checks for free.

“Getting a vessel check is the most important thing,” said Don Golinski, flotilla commander, Flotilla 32, Hamburg, N.Y. “The average [vessel safety check] takes about a half-hour depending on the boat.”

Emergency equipment

When going boating, the equipment you have onboard can be crucial during an emergency. Even if you don’t use these items eve-

ry time you go out, the one time you need them, you’ll be glad you brought them along.

Life jackets are the most important piece of equipment you can bring along. You should have one for each person you have aboard and children under the age of 13 should always wear one when out on the deck of the boat.

Other important equipment to have onboard:

- **Magnetic compass (electronic compasses can fail)**
- **Distress signal flares (orange smoke flares for day and red flares for day/night)**
- **VHF marine radio**
- **Anchor**
- **Horn (or other sound signaling device)**

Reprinted from COMPASS, the official blog of the U.S. Coast Guard. See more at <http://coastguard.dodlive.mil/2014/07/getting-underway-be-prepared/#sthash.4tW6hHpa.dpuf>



U.S. Coast Guard photo

- Fire extinguisher
- First aid kit

A personal locator beacon is also a crucial piece of equipment. These small, waterproof devices transmit a digital burst to a satellite once every 50 seconds and repeat this signal continually for 48 hours, unless turned off. This allows the Coast Guard to pinpoint your location within three feet in less than three minutes.

Communication is key

So what do you do if you're in trouble? Whom do you call? The Coast Guard should be your first call, on VHF channel 16.

Two ways to alert others that you need help are 'mayday' and 'pan pan.'

'Mayday' should be said three times if there is imminent danger to your boat or the passengers aboard. 'Pan Pan' is an urgency message that says you are not in immediate danger but are in need of assistance.

Also flares, signaling mirrors or just simply waving your arms at passing boats gets the message across: I'm in trouble.

Staying safe on the water starts before you leave the pier. The first step in keeping your and your passengers safe is preparation. *R*

BUOY AUTHORIZED FOR DIVER DOWN WARNING

By Judi Bidwick, Flotilla 86, Venice, Fla., FSO-PB, ADSO-PE

Effective July 1, 2014, when in the water, divers in Florida may display a buoy with a series of diver-down symbols as an alternative to the traditional diver-down flag. Florida H.B. 1049, provides divers with additional choices for marking their position in the water by allowing either a traditional diver-down flag *or* a diver-down buoy.

If you have boated in the Gulf of Mexico in the vicinity of Sharkey's Pier or anywhere from Venice Beach to Manasota Beach, you may have seen divers in the water looking for shark's teeth or fossils. Usually they are close to an inner tube or float with a flag that is often hidden by the swells of the water. This becomes increasingly more dangerous when boaters leave the Venice Inlet and go south at high speeds. It becomes difficult to see these floats or flags until you and your boat are directly upon them. The same concerns exist in other parts of Florida. Being highly visible to boaters is critical to keeping divers and snorkelers safe in the water.

The buoy can be three- or four-sided and must have a diver-down symbol of at least 12 by 12 inches displayed on each of the flat sides. Such a buoy should help divers, especially those in open waters, be more visible to passing boats.

Diver-down symbols displayed onboard a boat must still be a flag at least 20 by 24 inches and displayed at a high point where it is visible from any direction. Divers may still use a diver-down flag of at least 12 by 12-inches on a float when towed along with them while in the water.

"Divers should stay within the required distance of their flag or buoy — 300 feet in open water and 100 feet in rivers, inlets and channels, as that's where boat operators are expecting them to be. Boat operators should do their best to stay these same distances away from any diver-down flag or buoy, and all boats being operated within these distances from a diver-down symbol must be slowed to no more than idle speed," says Capt. Tom Shipp, who leads the Florida Fish and Wildlife Conservation Commission's (FWC) boating safety efforts. "This will ensure everyone gets to enjoy the water safely."

RBR



OFF-DUTY AUXILIARIST ASSISTS STRANDED BOATER

Another pleasure trip, another assist

By Jack Margolis, Flotilla 12-4, Myrtle Beach, S.C., ADSO-PB,
As related by Vernon Shaver

MYRTLE BEACH, S.C. — Everett “Billy” Shaver, an Auxiliary coxswain in training, assisted a family in distress on the water while fishing with his son Brad and first mate Murrell, a rescue golden lab. They were approximately 3-4 miles offshore at Paradise Reef out of Murrells Inlet, a local favorite reef, to try their luck at some Spanish mackerel fishing.

Later that afternoon, while returning through the Murrells Inlet jetties toward Collins Creek to try for some flounder and reds, they saw a 17-foot boat with two adults, three children and a small dog adrift in the water. The captain was unable to start the engine. Billy Shaver, acting as a Good Samaritan, asked if they needed help. Thinking that their engine was just flooded, the other captain declined help. Shaver suggested they deploy their anchor so they would not drift back through jetties out into the ocean, since the current was going out.

Shaver’s party continued to fish for another 2-3 hours. However, while returning to the Murrells Inlet boat ramp, they spotted the same vessel, still adrift. Shaver approached the boat and again asked if they needed help. This time the captain accepted.

With Shaver’s bait well filled with water and live bait, he did not have his tow lines and bridle. Yet, he successfully conducted a tow with a spare line he keeps on board. Of course, he performed all the procedures he has been practicing in preparation for his coxswain qualification examination check ride, including insisting that those in the boat being towed don their life jackets. He towed them from the jetties back to Crazy Sister Marina.

Some weeks later, while returning with his wife from lunch in Georgetown, S.C., Billy spotted another vessel in need of assistance. This time it was a couple whose boat had run out of gas.

So far this year, Billy Shaver and his facility, Cappy, have made six tows, only one of which while under Coast Guard orders. That’s *Semper Paratus*. Bravo Zulu!

BBB



Coast Guard Auxiliary photo by Everett Shaver, Flotilla 12-4, Myrtle Beach, S.C.



The 'Racing Stripe' that Helped Give the Coast Guard Its Identity

William H. Thiesen, Ph.D.

Atlantic Area, United States Coast Guard

The history of the United States Coast Guard shows a recent shift from anonymity — even mistaken identity — to one of the world's most recognizable brand identities.

For example, while on ocean station on October 19, 1956, the cutter *Pontchartrain* raced to the aid of a downed trans-oceanic passenger aircraft. The Pan American clipper *Sovereign of the Skies* had lost two of its engines en-route from Hawaii to California. The aircraft established radio contact with the cutter and ditched nearby, and the cutter sent out its small boats to gather all 31 passengers and crew. One survivor no sooner gained the safety of the cutter's deck than he gratefully exclaimed, "Thank goodness for the Navy!" Too often, the Coast Guard seemed unrecognizable to the public it served.

President Jack Kennedy was acutely aware of the importance of imagery. He had relied heavily on image-building in his successful 1960 presidential campaign. When they moved into the White House in 1961, the president and the first lady began an effort to re-make the image of the presidency. With the aid of professional designers, First Lady Jacqueline Kennedy redecorated the White House interior. The Kennedys also met with architects to direct the renovation of buildings surrounding Lafayette Square, a park next to the White House.

Kennedy next undertook a re-design of the presidential jet, *Air Force One*. The president thought the initial scheme provided by the Air Force was too regal looking, so, on the

advice Jaqueline, he turned to French-born industrial designer Raymond Loewy. Loewy's designs ranged from sleek locomotives to the Coke bottle and had been recognized the world over. His *Air Force One* design won immediate praise from Kennedy and the press, and the aircraft became an important symbol of the President and the United States, itself.



Delighted by the look of *Air Force One*, Kennedy granted Loewy's request for a meeting. On May 13, 1963, the men discussed improving the visual image of the federal government, and Kennedy suggested the Coast Guard as an appropriate agency with which to start. Shortly thereafter, the design firm of Raymond Loewy/William Snaith, Inc., re-

ceived a contract for a 90-day feasibility study. In January of 1964, they presented their findings to Coast Guard leadership.

Based on its experience in designing industry trademarks, Loewy/Snaith recommended the Coast Guard adopt an identification device similar to a commercial trademark. The symbol should be easily identifiable from a distance, easily differentiated from other government or commercial emblems or logos, and easily adapted to a wide variety of air and sea assets.

The Coast Guard established an *ad hoc* committee to work with Loewy/Snaith on the project and, on June 19, 1964, the Coast Guard signed a contract with the firm to "accomplish studies, prepare design efforts and make a presentation of a comprehensive and integrated identification plan for the U.S. Coast Guard."

On March 21, 1965, during an all-day session at Coast Guard Headquarters, representatives from Loewy/Snaith presented their findings to the service. Coast Guard chief of staff Rear Admiral Paul Trimble agreed to proceed with the Integrated Visual Identification Program. During the prototyping process, Loewy/Snaith selected a wide red bar to the upper right of a narrow blue bar canted at sixty-four degrees and running from right to lower left. The Loewy/Snaith team used its own stylized version of the traditional Coast Guard emblem for placement on the center of the red bar. The overall design came to be known as the "Racing Stripe" or "Slash" emblem.

The Coast Guard tested the Racing Stripe design on cutters and facilities in the Seventh District to capitalize on its milder weather

Coast Guard Auxiliary photo by Dick Risk, Senior Editor, Breeze



(Continued from page 36)

and variety of sea assets. The prototype slash was affixed to the cutters *Diligence* and *Androscoggin*, a buoy tender, vehicles and buildings at Base Miami. At North Carolina's Air Station Elizabeth City, the Slash was affixed to an HH-52 helicopter, Grumman HU-16 "Albatross" amphibian and a HC-130 "Hercules" fixed wing aircraft.

On May 4, 1966, the service's *ad hoc* committee for testing the Visual Identification System sent the commandant a favorable report for service-wide use of the Racing Stripe.

While the plan received a stamp of approval, details remained to be ironed out. The Coast Guard's selection committee decided against the Loewy stylized shield and opted for the service's traditional shield emblem, instead. By early spring of 1967, most outstanding issues had been resolved, including the typefont for lettering and exact paint color specifications. On April 6, 1967, Commandant Edwin Roland issued Instruction 5030.5, which ordered service-wide implementation of the Integrated Visual Identification System.

The adoption of the Racing Stripe initially met with resistance from the Coast Guard's service culture. However, during the late 1960s and early 1970s, the symbol spread to every maritime and aviation asset in the service.

By 1975, the Coast Guard's sail training ship *Eagle* remained the last service asset not sporting the emblem. Traditionalists had

long held that the Racing Stripe would destroy her classic lines and opposed its application. However, preparations had begun for Operation Sail 1976 to celebrate the nation's Bicentennial, with *Eagle* serving as the host ship. Coast Guard leadership saw an opportunity to present the service's brand identity to the world by distinguishing *Eagle* from the other tall ships.

The Racing Stripe garnered the public stamp of approval when CBS news anchor Walter Cronkite, experienced sailor and *OpSail* TV commentator, approvingly singled out *Eagle* and her Racing Stripe logo.

Since the 1970s, the Coast Guard Racing Stripe and color scheme has been applied even to assets not commonly associated with the service. With alterations in coloration and angle, the Racing Stripe has become a symbol for sea service vessels at the federal, state, county and municipal levels throughout the U.S. and for scores of foreign sea services. "I wish we could have trademarked it," current USCG Commandant Admiral Paul Zukunft told the leadership at this summer's Auxiliary National Conference.

For over 40 years now, Racing Stripe symbol with its unique color scheme have identified the service and its missions. During this time, the U.S. Coast Guard has served throughout the world and collaborated on variety of levels with foreign coast guards and sea services. These activities include training, international patrols, liaison personnel, and advisors to foreign sea services. And in recent deployments, such as Opera-

tion Iraqi Freedom and the recent deployment of Cutter *Dallas* during the war between Russia and Georgia, the presence of Coast Guard cutters with the Racing Stripe and unique color scheme has proved a de-escalating influence in high-tension maritime missions. This international engagement has spread the service's reputation and brand identity throughout the world.

The Integrated Visual Identification Program stands as the most successful branding program of any federal military agency — and possibly of any agency in the United States government. Future Coast Guard assets will continue to feature the coloring and emblem developed over forty years ago to distinguish the Coast Guard from other federal sea services.

While many could not identify the Coast Guard's assets before it adopted its brand identity, most individuals connected with the water do now. Part of the credit goes to the missions carried out around the clock by the Coast Guard Team; however, much of that widespread recognition rests on the Coast Guard's "Racing Stripe."

Thanks to a visionary president, talented industrial designers, and strong Coast Guard leaders who saw the importance of a brand identity, Coast Guard boats, ships, planes, and aircraft are now easily identified by Americans — and thousands of others connected to the sea.

RBR



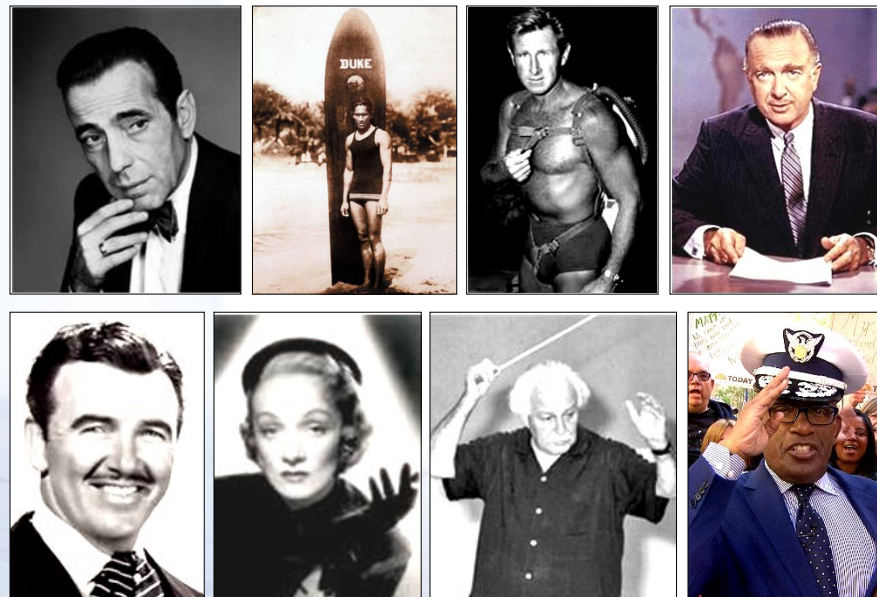
Empire State Building Lights Up to Celebrate Auxiliary's 75th

On June 23, 2014, the Empire State Building celebrated the Coast Guard Auxiliary's 75 years of volunteer service to the United States Coast Guard and the boating public. The Auxiliary colors — light blue, white and red — bathed the building with light. Admiral Robert Papp, past commandant of the Coast Guard, praised the 31,000-member force as "...the world's premier maritime volunteers." The Auxiliary's theme for the 75th anniversary is "Honoring the Past — Preparing for the Future."

RBR



Guess Who's Been in the Auxiliary?



Take a look at these photos of famous personalities and guess which ones either are or were members of the Temporary Coast Guard Reserves or the Coast Guard Auxiliary.

If you guessed all of them, you are correct. Now, name them (answers below).

From the beginning, the Auxiliary has included people from all walks of life, and you might be surprised to find out a few. From the days of the first "Reserve" members at the end of World War II to some of its current members, the Coast Guard Auxiliary has no slackers. RBR

Contributed by Kerry Eakins, Flotilla 29, Lake Lanier, Ga., ADSO-PB.
Photos are from Google images.

ANSWERS: (top, l to r) Humphrey Bogart, actor; Duke Kahanamoku, Olympic swimmer dubbed "Hawaii's greatest athlete;" Lloyd Bridges, actor; Walter Cronkite, CBS news anchor; (bottom) Preston Foster, actor; Marlene Dietrich, actress; Arthur Fiedler, longtime Boston Pops conductor; and Al Roker, NBC Today Show and recently made honorary Auxiliary commodore. Foster and Kahanamoku were honorary commodores in the Coast Guard Temporary Reserves.



Pat McMenemy Receives Georgia Boating Honor

Pat McMenemy, Flotilla 21, Augusta, Ga., has been named Boating Educator of the Year by the National Association of State Boating Law Administrators.

Her nomination, submitted by Nan Ellen Fuller, Division 2 commander, through the district's state liaison and the Georgia Department of Natural Resources, noted the increase in the number of public education hours in her flotilla from 25 to 195 and from 21 to 412 graduates in recreational boating safety courses.

To meet the requirements of Georgia's new boating laws, she initiated the expansion of boating and water

safety education classes in the local school system, resulting in an increase from just six students in 2012 to 366 last year.

In coordination with volunteers from the U.S. Army Corps of Engineers, she has worked to expand classes into schools in the Central Savannah River area and teamed with Fort Gordon (Ga.) to offer the About Boating Safely class to the Transitional Warrior Battalion soldiers.

McMenemy serves as vice commander of Division 2. She resides in Evans, Ga. □

Florida Again Once Again Leads Nation In Boating Accidents

By Bill Griswold, Flotilla 43
Lake Country, Fla., DSO-SL

Recently, Florida published its 2013 Boating Accident Statistical Report, found on the Fish & Wildlife Conservation Commission's (FWC) web site at <http://myfwc.com/boating/safety-education/accidents/>

Florida leads in boating accidents throughout the U.S., ahead of second place California 662 to 365. New York, Texas, Tennessee, North Carolina, Maryland, Ohio and Louisiana follow.

Florida also leads in registered vessels — 870,000 to California's 818,000, followed by three Great Lakes states, Texas, New York, Ohio and the Carolinas. Strangely, the number of reportable accidents has generally increased over the last five years, although the number of registered vessels has declined by 9 percent.

Miami-Dade took the county lead from Monroe County (read "the Keys") with 104 reportable accidents to Monroe's 100. Trailing were

Palm Beach (56), Broward (50), Pinellas (47), Lee (30), Brevard (24), Okaloosa (24), Collier (22), Duval and Hillsborough at 19. May was the most popular month to crash, followed by June and August. Best time to crash seemed to be between 10 a.m. and 8 p.m., with 4-6 p.m. heading that list.

The primary types of accidents were (736 accidents involving 1,012 vessels):

- Collision with a vessel, 187
- Collision with a fixed object, 142 (45 percent of the total)
- Flooding/Swamping, 85

Falls were popular: overboard, 43; from a personal water craft, 24; from a boat, 23.

Remember, these are *reportable* accidents: loss of life, disappearance, personal injury requiring treatment beyond first aid, and damage to vessel or property over \$2,000.

Secondary types of accident: falls overboard, 100; falls in boat, 64; and capsizing, 60, led the list.

Primary cause of the accident as assessed by reviewing authority:

No proper lookout — 122

(Continued from page 39)

Excessive speed	97
Operator inexperience ...	81
Operator inattention	76
Machinery failure	60
Careless operation	36
Weather	35
Alcohol	27

Operator age (736 accidents, 886 operators) and
Operator/Occupant Life Jacket use (percent wearing/not wearing):

51+	35	68
36-50	31	25
22-35	24	7
21-	10	No data

90 percent were male operators.

Florida also led the country in 2012 boating fatalities
(2013 statistics not available at time of printing):

Florida	50
(62 fatalities in 2013, for 10.4 percent of national total)	
California.....	49
Texas.....	32
Washington.....	30
New York.....	27

Honorable mention: Louisiana, Wisconsin, North Carolina, Alaska
and Tennessee

Most deaths occurred in December, none in November; September
and May followed December with some in every other month. Falls
overboard and collisions with fixed objects were the types. Males ex-
perienced 96 percent of the fatalities—61 percent by drowning, 26
percent by trauma and 13 percent other causes. Again, those who
perished were predominantly between 22 and 51+ years of age. 79
percent were not wearing a life jacket. Seventy-nine percent of the
fatalities were residents of Florida, and alcohol/drugs were involved
in 15 percent of the fatalities.

Lacerations, contusions, broken bones and head injuries made up the
most frequent injury types. Fifty-nine percent of those injured were
not wearing a life jacket.

Florida issued 36,251 Boating Safety Education ID cards. Top counties
were:

Miami-Dade	1,230
Broward	1,100
Palm Beach	1,002
Pinellas	947
Sarasota	778

Hillsborough, Okaloosa, Lee, Brevard and Orange Counties filled out
the top ten. ID cards issued was the highest total in 10 years; the pre-
vious high was 29,308 in 2012.

Law Enforcement issued 9,769 violations in 2013, compared to 12,447
in 2012. Leading that list were safety equipment and regulations and
boating in restricted areas. Registration and numbers and negligent
operations also got attention. Boating under the influence and ski-
ing/parasailing/dive flag violations also deserve mention.

For a much more detailed list, please visit [FWC's web site](#), mentioned
above. I believe the combined efforts of all boating safety organiza-
tions and our governmental entities have made an impressive effort
to make recreational boating more safe and enjoyable. We are way
ahead of the record 20 years ago, and with the economic climate im-
proving, we should see more boating activity.

To expand your knowledge of available boating surveys and studies,
go to the Office of Boating Safety at: <http://www.uscgboating.org/>

- Click on *Statistics* and review:
 - National Recreational Boating Safety Survey
 - National Life Jacket Wear Rate Observational Study

Education-Quick Phase-In Study: This study looks at states that have
employed a quick phase-in with mandatory education requirement
versus those that have not or employed a born after policy. Alabama
and Connecticut have experienced a 31 percent decline in fatalities
since implementing the quick phase-in policy. 

SOME OF US HAVE PROBABLY HEARD ...

the wrenching story about the grandfather who removed his grandchild's life jacket to hose the sand off the jacket before the sand could damage his boat. In the blink of an eye, the child fell overboard and drowned.

This sad story illustrates the unfortunate fact that drowning happens every day and can happen to anyone. Even the best swimmer can fall from a boat when it makes a sudden, sharp turn or hits a large wave. If that person hits his or her head in the process of falling overboard, the result could be catastrophic.

"Year after year, recreational boating accident statistics indicate that drowning accounts for the majority of fatalities and that most drowning victims were not wearing a life jacket. This is because most fatalities result from capsizes and falls overboard—unexpected events that offer little or no time for the victim to find and put on a life jacket. These facts demonstrate the importance of wearing (rather than just carrying) a life jacket when boating. Wearing a life jacket won't always save you from a potential drowning incident, but the data show that it will substantially increase your chances of survival. These facts explain why the United States Coast Guard and its partners have made it a priority to convince recreational boaters to wear life jackets using outreach efforts such as the "Wear It!" program."

(Quoted from *Life Jacket Wear Observers: A New Opportunity for Auxiliarists*, by Gary Christopher, DVC-BC, in the Summer 2013 issue of WAVES, the newsletter of the National RBS Outreach Directorate.)

When Auxiliarists perform program visits at a partners' business, we should strongly stress that wearing a life jacket saves lives. Have a couple of current stories on hand to drive the point home. This time of year is the primary boating season, and every Program Visitor should stock up on the "The Right Life Jacket" pamphlet from the Auxiliary Supply Center (ANSC) and make sure

that every partner has an ample supply of these important brochures and stacks them their life jacket displays.

Another way to disseminate this important information is to give *Wear-It!* stickers to children. Kids LOVE stickers. When you hand out the stickers, ask the child if s/he wears a life jacket when getting on a boat. If the child says no, then we should speak to the parents about the life and death scenario that *could* happen, should their child fall overboard. Feature these stickers at public affairs booths, other boating events and even when doing vessel safety checks. Whenever you interact with the general public, the *Wear It!* campaign should be uppermost in your mind.

When speaking to boaters at a marine dealer, at the marina, or at a public affairs booth, be sure to point out how dangerous it is for children to sit on the bow of the boat. A freak wave, a sudden swerve to miss something in the water, and that child could lose their balance and fall into the water in a split second. Be sure to give them a copy of the Florida boating regulations, as well as the federal boating regulations. If they are new to boating, these are important pamphlets to give out; if they are seasoned boaters, many things may have changed since they started boating 20 or 30 years ago. Suggest that they may want to refresh their skills by taking a boating safety course taught by the U.S. Coast Guard Auxiliary.

All Auxiliarists should become familiar with the many pamphlets that our dedicated program visitors regularly leave with their marine dealer/business partners. In that way,

we can answer questions from the boating public, whether it comes from the neighbor down the street or a new boater in an *About Boating Safely* class. We should all live, sleep and dream about the "Wear It!" campaign! 

Make the 'Wear-It!' Campaign Part of Your Role as an Auxiliarist

By Mary Patton, Flotilla 15-3
Ocala, Fla., ADSO-PB

