

THE **Pilot** **house**

EIGHTH COAST GUARD DISTRICT **E A S T E R N** UNITED STATES COAST GUARD AUXILIARY

Winter Issue 2011



Gene Lister, member of Division Two, Eighth Eastern Region USCGAuxiliary receives an award for Fifty-Five years of Service.

Pictured left to right: COMO Richard Washburn, District Commodore Eighth Eastern Region USCGA; Petty Officer Scott Smith, USCG; LT M. Winland, USCG; Petty Officer Lockamy, USCG; Gene Lister, USCGA; Kenneth Wirtz, DCDR Division Two, USCGA; Petty Officer B. Claiborn, USCG and LCDR K. Wheatley, XO MSU Huntington USCG.

Inside The PILOTHOUSE

DIRAUX: LCDR Butler's farewell	2	DSO-VE: Back to Basics	7
DCO: Spring Training	3	History In The Making	8
DCOS: From the Chief of Staff	4	Did You Know?	10
DCAPT-S: Now What Do I Do?	5	Staff Schedule for Pilothouse articles	10
DSO-AV: 7 Goals for 2011	6	National Safe Boating Week	11

Our Deadline for the Winter Issue is: 24 April 2011

U.S. COAST GUARD

Commandant	ADM Robert Papp
Commander Eighth District	RADM Mary E. Landry
Chief Director of the Auxiliary	CAPT. Mark D. Rizzo
Director Of Auxiliary	LCDR William Butler
Operations Training Officer	CWO3 Philip Pinto
Storekeeper	SK2 Scott Smith
Auxiliary Affairs Specialist	Robin Randle-Brown

OFFICERS

DCO	COMO Richard A. Washburn
DCOS	Joseph W. "Bill" McGonigal
DCAPT- E	Gerlinde Higginbotham
DCAPT- S	James Myers
DCAPT- W	George "Rick" Schall
IPDCO	COMO David L. Maul
Pres, Past Commander's Assn.	William E. Seymer

STAFF

Commodore's Staff	
D-AA	COMO Gordon W. Scholz
D-AD	Jennie A. McNeil
D-AD	Allen L. Wald
DSO-FN	Mark W. Dever
DSO-LP	Lewis D. Nicholls
Auxiliary Sector Coordinator	John R. Ellis III
DDC - Response	Robert O. Bruce
DSO-NS	David C. Roberts
DSO-AV	Robert J. Spera
DSO-CM	David F. Stroup
DSO-DFSO	Mark A. LaPenna
DSO-OP	William E. Seymer
QE Coordinator	Jennie A. McNeil
DDC - Prevention	Morton L. Mullins
DSO-MS	William T. Siler
DSO-MT	C. Duncan Wilkinson
DSO-PA	Lynn C. Miles
DSO-PE	Ronald J. Tvorik
DSO-PV	Jimmie Hufnagel
DSO-VE	Donald J. Metz II
DDC - Logistics	Wilhelmina McAdams
DSO-CS	Nancy A. Reece
DSO-IS	DeAnne C. Rodenburg
DSO-MA	Mary A. Ward
DSO-PB	Maurice Moulton
DSO-HR	Alan R. Hall
DSO-SR	Roseanne R. DeRamus

DIVISIONS

DCDR	VCDR
1. Alan R. Hall	Raymond Nunweiler Jr.
2. Kenneth J. Wirtz	Matthew Morris
4. Matthew C. Coleman	Nicolaas Wiese
5. Dennis S. Mullins	Robert Powell
6. Dennis W. Neufarth	Burl Shulaw
7. Mark M. Draskovich	Robert Davis
8. Jimmie L. Hufnagel	David Nalley Sr.
9. Mary Scarry	William "Bill" McCracken
11. Edward "Randall" Ventress	Philip Mammamo
12. Donald N. Edmands Jr.	James Vreeland III
16. Allen L. Wald	David Cox
18. Patrick J. Linesch	Jeffrey A. Tinklepaugh
24. Walter E. Whitacre	DeAnne C. Rodenburg



**LCDR William Butler
DIRAUX**

Greetings Aux Mates,

Where did these 20 months go? It seems like just the other day I was submitting my first article for the Pilothouse and now I am writing my last. As you may know, I will be retiring this Spring. Fortunately for me, my career ended on the ultimate high note; this was the best job I have ever had! My wife and I have had so much fun visiting all of you and attending your division meetings, picnics, Christmas parties, Changes of Watch and our D-Trains. I know some of those were only the "fellowship" events. What I didn't always see, but knew they took place on a day-to-day routine, was all your hard work making the public safe on our waters and all your hard work representing "Team Coast Guard" in places that never get to see us. Also each day, my admiration for the Auxiliary and all its members grew especially with all the responsibilities and the ever-changing requirements placed upon you. Though I am personally biased, many times I have sat down with our members and boasted about how great our District is. I wish I could thank each and every one of you for your dedication to and participation with Team Coast Guard. When I out-brief our new DIRAUX, LCDR Juliet Hudson, I plan on repeating this!

For me, being a part of this great organization will be what I will miss most. Donning the uniform and being a part of great things from a great organization, I will miss. Like my father before me, I remember how he felt when he retired from the Coast Guard. For 30 years my father's full time job was deputy at the prison that held the Boston Strangler. As kids, we would ask him about the Boston Strangler but instead got the same old Coast Guard sea stories. Now I know why. My father was a Coast Guard Quartermaster First Class who did 4 years active duty during World War II and then stayed in the Coast Guard Reserves until he had to mandatorily retire at 60. We both would have stayed in this organization forever if we could but we both knew that the health of any organization



COMO Richard A. Washburn
District Commodore

Spring Training

As we start the Spring season, I wish to thank all of our members for their support of the Coast Guard and Coast Guard Auxiliary. As I travel our District and the country, I consistently hear how valued you are and how much you are appreciated and needed. I am humbled by your hard work and dedication to service to the Coast Guard. From Coast Guard Admirals to Petty Officers, all are grateful for your service. With the budget challenges now and in the coming years, our work is just beginning. We have many new initiatives and challenges for 2011 and 2012.

N-Train this year was full of solid information and little down time. I assure you the DSOs in attendance have full notebooks to share with us. Their position is not what it was in the past. You will find that none of our positions are what they once were. The Coast Guard must do more with less. They must rebuild the fleet with new assets. Simple economics states if they cut the active duty personnel to put dollars into cutters, where do the additional people come from to make that happen? You got it...the Auxiliary, Civilian Coast Guard Personnel and Reservists. You will see many new and enhanced opportunities this year and next. You will

be asked to do things you never thought you would be asked to do. Think about the tens of thousands of uninspected fishing vessels, tow vessels and passenger vessels. Think about enhanced Boat Crew and Coxswain training. Marine Safety, Navigation Services to include Liaisons for the Buoy Tenders and Communications opportunities. Rebuilding our Aviation members with highly trained pilots and crew. All are on the schedule for the coming term. This is in addition to our continuing RBS commitments. We need every member in our District to make this happen successfully. From the DCO to the newest member. Everyone will be asked to help.

Please think about what your passion is in the Auxiliary. What can you do to help? Revisit why you joined in the first place. You wanted to be part of a group that makes a difference to our country and saves lives too. You enjoy boating and water safety. This is the year you will be offered the opportunity to get involved in many exciting missions. Are you ready to raise the bar? Let me tell you the bar has been raised. You will be seeing new requirements for grooming and uniform wear. Your QE sessions will be tougher and more realistic. Your training will be relevant and thought provoking. I'm asking you to prepare yourself mentally, physically and have the spirit required to help us meet our goals. Sector Ohio Valley has included us over 6 times in their Strategic Plan. What do you think that will mean to you? It means we need to be Semper Paratus. This is for real. No boating or social club has the responsibilities that we have to our Nation. We can have fun doing what we do, but we must be serious in our training. This is the year marking change and challenges. When asked to serve, will you be ready to serve?

As we progress into the season, please be positive in attitude and understanding. With the many initiatives we have in place, we need your help and feedback. Communication is one key to our success. This past winter you saw a request for your civilian skill set. You have seen new forms in an effort to improve communication. You have seen me at 9 Change of Watches. You have seen your Director at just as many. We have tried to meet as many of you as possible this past winter in an attempt to communicate to you what is on the horizon. We are answering your questions and addressing your concerns. We are seeking your involvement and spirit of cooperation. We need your feedback as none of us knows as much as all of us combined. Please use the Chain of Leadership

DCO: Spring Training continued on page 4



Bill McGonigal
District Chief of Staff

From the Chief of Staff

I'm pretty sure everyone understands why we don't want to ignore new members. Most flotillas will assign a "mentor" to help new members get familiar with the people in the Flotilla, and what needs to be done. What isn't well recognized is the need to do the same thing for new staff officers.

A staff officer will either be a repeat from previous years, or brand new in the position. The repeat staff officer will likely just keep doing what seemed to work last year. The new staff officer is probably wondering, "What the heck should I be doing, and when is someone going to explain that to me?"

The staff officer system in the Auxiliary has built-in mentors for both new and repeat staff officers. The Division staff officer is automatically the mentor for the Flotilla staff officers. The District staff officer is the mentor for the Division staff officers. (At least, that's the way it's supposed to work...)

Management classes frequently talk about a study which revealed the "Hawthorne Effect." Answers.com sums up the Hawthorne Effect by saying it is a "Generally accepted psychological theory that the behavior of an individual or a group will change to meet the expectations of the observer if they are aware their behavior is being observed."

(It's a pretty powerful management tool.)

In simpler words, people will do more and try harder if they know somebody cares. I've found this works not only

for new members and staff officers, but crew members, co-workers, teenagers, and just about anyone that doesn't want to be ignored!

Our staff (at all levels) will function better and be more effective if our "mentors" show they care. It's not hard to do. Just send an e-mail to each of the staff officers under you and ask what they are doing, or what they might need. With cell phones and no long distance charges, how about calling your staff officers and actually talking to them? Get to know each other. Share ideas. Agree to meet at Change of Watches, Division meetings, or even at D-Train.

During last year's DSAR, Chief Davis had dinner with all the Auxiliary Comms folks. They spent a couple hours sharing stories and information about Comms. I'll bet the same thing would work with Ops, or VE, or PE or HR or any of our staff areas. All it takes is one staff "mentor" to suggest getting together. How about it SOs and DSOs?

Are you ready to make the Hawthorne Effect work for you?

Joseph "Bill" McGonigal
District Chief of Staff



DCO: Spring Training continued from page 3

and Management to communicate. There is much to do and little time in which to prepare. As Volunteers we all have limited time and resources. Our SWOT analysis indicated the financial concerns of our members. Let's all use our time and resources in an efficient manner. By communicating through the Chain it allows us all to be better informed and helps us to progress at a faster rate.

Your Staff Officers are committed to you and our District. Help them to help us. Please help us to move this great organization forward. We cannot do anything without your help and expertise. I am proud to be your District Commodore and I wish all of you a safe and productive season.

Richard A. Washburn
District Commodore



James C. Myers
DCAPT-South

Now What Do I Do?

After years of studying, taking classes and tests, going through all the QE rides, going through all the hoops that are required to become a DCAPT, "now I am one." What do I do?

A DCAPT is supposed to be a buffer between the Divisions and the DCO and DIRAUX. They are supposed to filter out all the extraneous stuff that is generated in the Auxiliary every day. This permits the DCO and DIRAUX to do the jobs they are assigned to. This is very often not the case. I would like to try to alleviate this by having all DCDR's stress to their members the importance of using the "chain of leadership and management." This is a system that has been in existence for years, it works, but I know it is so easy to just drop COMO Washburn or LCDR Butler a quick e-mail or just pick up the phone (that's what they get for being such nice guys). The Auxiliary can accomplish so much more by trying to handle problems at the Flotilla and Division level, and there are already procedures in place to do this.

Enough "preachin' to the choir." Now let's talk about what we can do. The three R's: recruitment, retention, and readiness. This time of year is a downtime for most of us and we should use this time to plan and prepare for the coming boating season. Do we have enough current crew/facilities? If not, we need to recruit, train, and retain what we have. A big percentage of the auxiliary members are

as old as the auxiliary (me included). We need to find a way to attract and keep a cadre of younger members. I don't have any magic spell to accomplish this, but maybe you do; let us know about them. After we recruit them we need to keep them. Keep everyone involved in something -- training, activities, missions and don't forget to include fellowship. This keeps interest up and makes the members feel important in the grand scheme of things.

Last, we need to be ready. Division 16, where I grew up, has one of the busiest regatta schedules in the district. We are constantly training crews so we can man the facilities when we are called upon.

I think I have used enough space for my first message as DCAPT-S. I look forward to the coming year and stand ready to offer any assistance I can.

Semper Paratus
James C. Myers
DCAPT-S, 08E



Winter Issue



Bob Spera
DSO-Aviation

7 Goals for 2011

Since being appointed DSO-AV on August 1, 2010, I have been somewhat overwhelmed by the complexity of the job. I often feel like the proverbial juggler trying to keep all the balls in the air at the same time, and wondering which one is going to fall first! None the less, I am grateful to COMO Washburn for giving me the opportunity to serve my Country and the Auxiliary in such a meaningful way. I am also very appreciative of the help provided to me by our FSO, Mark Lapenna, and our ADSOs, Paul Leffler and Loren Schafer. They took the time out of their busy schedules to fly over to my airport in Virginia to meet with me, and provide me with meaningful advice and guidance. We had a good five and a half hours together discussing issues, and a lot of good fellowship.

As a result of our meeting and numerous emails and phone conversations, I developed some modest goals for 2011. These goals were promulgated to all of our staff so that they could have the opportunity to make comments and suggestions. The seven goals are as follows:

1. Training - provide recurrent training to air crew as needed and desired.
2. Develop training programs to be presented at Spring and Fall D-TRAIN events.
3. Recruit two additional pilots and facilities.
4. Develop periodic aircraft inspections as an alternative to TBO (time between overhaul) compliance.
5. Research and arrange discounts / financing for engine overhauls.

6. Encourage all air crew to fly a minimum of two hours on missions each month.

7. Maintain close dialogue with Sector, DIRAUX and our OIA.

Many of you already know that our OIA has been moved from CG Air Station New Orleans to ATC Mobile. I want to personally thank our past AUXLO, LTJG Mike Vickers, for all his support and guidance and welcome our new AUXLO, LT Eric Wilson. I am looking forward to our new working relationship. I also want to thank our OTO, CWO3 Phil Pinto, for keeping me advised on the status of our limited SAMA funds.

I plan on continuing the good work of my predecessor, Mike Valencic, and working with, and meeting as many of my air crew as possible this year.

Bob Spera
DSO-AV



DIRAUX: LCDR Butler's farewell continued from page 2

relies on stepping aside when it's your time so the new swabs can take over. It is my time now.

Where did 27 years go? Every organization has it challenges. I remember my first assignment in Louisiana and thinking "How am I going to make it through the day?" Nobody said it would be easy, but I can assure you that at the end of your career in the Coast Guard, Coast Guard Reserves or Coast Guard Auxiliary you will say "It was worth it."

Lastly, I want to thank all of you who have taken on Auxiliary leadership positions, especially Commodores Maul and Washburn and Captains Higginbotham, McGonigal, Schal, Myers, Whitacre and the countless others I have missed, and for your continued friendship.

In closing, the sun is setting on my Coast Guard career but there will always be a new and bright dawn ahead for the Team Coast Guard. Semper Paratus!!

Bill
LCDR William R. Butler
U.S. Coast Guard
Director of Auxiliary - D8ER
502.779.5321

Winter Issue



Don Metz
DSO-Vessel Examination

Back to Basics

As the new Staff Officer for Vessel Examinations, this is my first article for the Pilothouse Magazine. As I sat down to write this article, I poured over previous and current articles and all of the statistical information from the Recreational Boating Statistics 2009 COMDTPUB P16754.23. As expected, I overwhelmed myself with information and was left wondering how I would put it into words. When I read the "Steadying the Service" article in the current Navigator Magazine by Admiral Robert J. Papp, Jr., all my thoughts came together and I was able to use his theme Back to Basics to form the intent of this article.

Let's look at where we are. In 2009, there was an increase in boating accident deaths of 3.8%, and that is a concern for all of us in RBS. Every year we know that 800 to 1,000 people will die in boating accidents mostly caused from BUI, not wearing life jackets or dangerous operation. In Admiral Papp's Auxiliary Policy Statement, the number 1 item is RBS and he underlined it in bold letters.

What can I do as a Vessel Examiner? I also read an article in Pilothouse by my predecessor Mort Mullins and he referred to the VE as a Sales Person and the Boat Owner as our customer. We are selling our product - Boating Safety. Mort was right in his analysis. I would like to go further in the sales analogy and discuss the contact. Moreover, was it a "Quality Contact"? We have all heard the old adage "Quality or Quantity". With the current increase in accidents, I will vote for quality. When you are conducting a VSC you are in

control of the inspection and, therefore, the conversation. Your conversation or "sales pitch" should hone in on the safety issues that are a national and local concern. As you are conducting the inspection on the left side of the VSC form, engage your customer in conversation in what you are doing and why you are doing it. The Recommended and Discussion Items side is where you close the sale. Again, engage your customer and any other passengers on board; don't be confined to just the items on the form. Discuss local safety issues and other issues in your AOR. The vessel safety check is more than merely running through a checklist and issuing a decal. The Quality Contact would include the following. Are you a professional? Is your appearance and uniform up to current policy? Do you practice your presentation and know your material and present with enthusiasm? Do you try to seek out "High Focus Vessels" to examine? Are you ready for your sales call with materials and literature that you need? Not only ask to see required items but ask them to show/tell you how to use them, such as, how to use a fire extinguisher. These are the questions we should ask ourselves in conducting a quality contact.

Here is this year's message from the RBS Department:

1. The value and maintenance of recreational boat safety equipment (VSC)
2. Safe boating techniques; the right behaviors (VSC)
3. Promotion of additional boating safety education; that knowledge is the key to a safer boating experience.
4. Marine Domain Awareness; Waterway Watch program.
5. Use of Personal Flotation Device; Boat Smart.
6. Dangers of CO poisoning.
7. Cold water safety issues; cold water immersion.
8. On the water environmental issues.
9. Alcohol and its impact on the recreational boater.

In closing, of the 736 deaths in 2009, how many would have been prevented if we would have gotten our message to them? This hit home for me this year when MSU Pittsburgh informed us that in our AOR there were five lives lost with accidents involving pleasure boat collisions with towing vessels; I wonder if they ever heard our message. I look forward to serving you and you may contact me anytime through contacts listed in Auxdata. Let all of us get back to basics and turn the trend around. Thank you and don't forget to order your materials and decals for 2011.

Don Metz

History In The Making

Preserving Auxiliary History In Tennessee

John P. Whelan, USCGAUX Eighth Eastern -
State /Legislative Liaison Officer for Tennessee



Our late President Thomas Jefferson once wrote a letter to his friend Hugh Taylor. In that letter he stressed the importance of preserving documents relating to the history of the United States. Jefferson wrote, "It is the duty of every good citizen to use all the opportunities, which occur to him, for preserving documents relating to the history of our country."

Some members may not think our participation as Auxiliarists is historical-perhaps we don't want to think of *ourselves* as historical-but the papers, photos, and publications that we and our units produce can be significant to our children and future researchers. The Auxiliary is most certainly part of our nation's history. The best thing for an historical document is to share it with others rather than saving them for the landfill or used to light up the night.

Each unit publications officer, public affairs officer, and photo journalist already submits copies of their unit newsletters or other publications to the national Auxiliary archive at East Carolina University. Now Divisions 8, 11, 12, 16 in the state of Tennessee can also donate the same publications to the Tennessee State Library and Archives.

All print publications, photos, lists of unit officers should be sent to:

TN State Library and Archives
403 7th Avenue North
Nashville, TN 37243-0312
Attention: U.S. Coast Guard Auxiliary State Archive

The current archive curator is Ms. Stephanie Sutton, Director of Library Technical Services. For the time being, I will act as the State Historian, so I am available to help answer your unit's questions. Flotillas should use their Division publications officer or elected officer for their communications.

Photos should have a complete description and name of photographer. All electronic publications should be submitted on CD-ROM or DVD-R disc in two formats: a PDF file as well as the original document file (MS Word version, etc.) using name of publication, issue, publication number and year.

For now, the current intent of the archive is to archive publications from January 1, 2011 forward. Archiving back issues will come at a future date and a process will be outlined and announced later this year.

Preserving Documents and Publications

How do I save documents and photos?

State History's staff is trained in the latest conservation techniques to ensure the longevity of historic items and to provide access for researchers. However, if you're not ready to part with your papers, there are a few easy tips to protect them from the ravages of time:

1. Keep the materials in a cool, dry, dark place.

Light will dramatically shorten the lifespan of a document or photograph, and major temperature fluctuations will wreak havoc on the items. Avoid storing items in a garage, basement or attic, as these are the areas of the house with the most temperature changes. Don't store them where there could possibly be a flood.

2. Separate papers and photographs from newspapers or newspaper clippings.

Newspapers are extremely acidic, and their mere presence can ruin other items in the same folder. Put all newspaper materials in the same place, but separate them from other materials.

3. Keep the items free from pests.

Any number of pests can severely damage historical items. If possible, keep the items in a tightly sealed container.

4. Handle with care.

If possible, wear linen gloves when handling historic photos. Otherwise, hold the photo on its edges, and do not touch negatives. Be careful not to tear manuscripts.

5. Keep away from sunlight

If you are displaying something, don't let direct sunlight hit it.

6. Use archival storage materials

The acid in non-archival boxes and folders can damage documents and photos.

This idea of preserving Auxiliary history in Tennessee has been my personal goal since the time I first became an Auxiliarist over ten years ago. It was unbelievably simple to accomplish too. I basically called and made an appointment to meet with the museum's director and his staff. We talked about the Auxiliary, its functions, purposes, history, and talked about some of the notable names who have served in Tennessee flotillas. Our first unit in Nashville area was formed in 1942 and was led in 1943 by Judge Byrd Douglas (Captain of Division 6 then known as Second Southern District) who wrote about being a member of the Auxiliary in his book, *Steamboatin' On The Cumberland* - 1961. That was all it took. From there we exchanged a few more calls and e-mails.

I encourage all other State Liaison officers, historians, members, or elected leaders to contact their own state library and look into setting up their own Auxiliary state historical archive.

The core values as Coast Guardsmen remains Honor, Respect and Devotion to Duty, which will follow us eternally. And perhaps President Jefferson is also right that as "good citizens" it is also our duty to use all the opportunities available to us for preserving the history of our country.

And so it is hereby proclaimed by me that:

A U.S. Coast Guard Auxiliary archive for Auxiliary divisions is hereby established and known to all men and women in effort to document, record, and preserve the history of the Auxiliary in Tennessee for all current and future generations.

The rest of the story is history in the making... Semper Paratus.

DID YOU KNOW?

Eighth District: The Eighth Coast Guard District, headquartered in New Orleans, covers all or part of 26 states throughout the Gulf Coast and heartland of America. It stretches from the Appalachian Mountains and Chattahoochee River in the east, to the Rocky Mountains in the west, and from the U.S./Mexico border and the Gulf of Mexico to the Canadian border in North Dakota. The Eighth Coast Guard District is divided into three Auxiliary regions.

The Eastern Region includes all or part of ten states, as follows: all of Kentucky and West Virginia; in Missouri: Perry, Cape Girardeau, Scott, Mississippi and New Madrid Counties; in Tennessee: that portion of Lake County north and west of a line drawn from the Mississippi River at latitude 36[deg]20[min] N and longitude 89[deg]32[min]30[sec] W due east to Highway 78, thence northeast along Highway 78 to the Kentucky/Tennessee state line, and all other counties in Tennessee except Shelby, Tipton, Lauderdale, Dyer and Obion Counties; in Alabama: Colbert, DeKalb, Franklin, Jackson, Lauderdale, Lawrence, Limestone, Madison, Marshall, and Morgan Counties; in Mississippi: Alcorn, Prentiss, and Tishomingo Counties except for that portion of the Tennessee-Tombigbee Waterway south of the Bay Springs Lock and Dam; that portion of Pennsylvania south of latitude 41[deg]00[min] N and west of longitude 79[deg]00[min] W; those parts of Indiana and Ohio south of latitude 41[deg]00[min] N; in Illinois: Jackson, Williamson, Saline, Gallatin, Union, Johnson, Pope, Hardin, Alexander, Pulaski, and Massac Counties, and in Randolph County, that part of the Upper Mississippi River below mile 109.9, including both banks; that part of the Lower Mississippi River above mile 869.0. This area includes more than 8,000 miles of waterways. Coast Guard Sector Ohio Valley is responsible for maintaining the safety and security of all commercial and recreational traffic in this area.

Staff Schedule for The PILOTHOUSE Contributions

WINTER	SPRING	SUMMER	FALL
Articles Due 20 JAN	Articles Due 15 days after close of conference	Articles Due 15 JULY	Articles Due 15 days after close of conference
DCO	DCO	DCO	DCO
DCOS	DCOS	DCOS	DCOS
DCAPT-South	DCAPT-West	DCAPT-East	PCA
DCDR 1, 3, 9, 12	DDC-L	DDC-P	ASC
DSO-AV	DCDR5, 8, 24	DCDR 2, 4, 16, 18	DDC-R
DSO-NS	DSO-PA	DSO-DFSO	DCDR 6, 7, 11
DSO-SR	DSO-CM	DSO-MS	DSO-MA
DSO-VE	DSO-CS	DSO-PB	DSO-IS
POMS COORDINATOR	DSO-MT	DSO-HR	DSO-PE
DIRAUX	DSO-OP	CAP LIAISON	DSO-PV
	CIVIL RIGHTS COORDINATOR	DIVERSITY ADVISOR	QE COORDINATOR
	NSBW CHAIR	DIRAUX	USPS LIAISON
	DIRAUX		DIRAUX

Contributions by individual members throughout the district will always be the most sought after material for each issue. The staff schedule of assignments should enhance publication of a quarterly magazine.

All articles published in The PILOTHOUSE must be consistent with the policies of the U.S. Coast Guard and the U.S. Coast Auxiliary. The purpose of this publication is to provide information concerning the aims, purposes and activities of the Auxiliary, and to keep its members well informed. Members are encouraged to send material to be considered for publishing. Material may be edited. Care should be given to ensure that photos of members in uniform should be with them in proper uniform, and that photos of facilities are rigged correctly.

It is not required, but requested you send your article by email, in plain text with photos attached. You may also mail or ship a CD. It's our policy to provide credit for material and photos. Dated material will be given priority. Prompt production is our goal, but the actual date an issue is printed, mailed, or delivered is determined by a number of factors. Deadline dates are indicated in each issue.

NATIONAL SAFE BOATING WEEK

It may be cold now, but it's the right time for our public affairs officers to start planning for National Safe Boating Week, May 21-27, 2011. A successful campaign is made up of many steps, including:

Working with a committee in your unit to brainstorm ideas for this year's NSBW activities. What worked in 2010? What didn't?

Making or renewing media contacts to obtain TV, radio and newsprint exposure promoting safe boating and the Wear It! campaign.

Securing a location for your PA exhibit, your vessel examination station and your PE class.

Getting to know your community's VIPs to arrange for a NSBW Proclamation signing ceremony in May.

Posting your NSBW event on the National Safe Boating Council's website : www.safeboating.campaign.com . ("Post an Event.").

Downloading information and materials from such boating organizations as the National Safe Boating Council: www.safeboatingcampaign.com, BoatUS: www.boatus.com and your state's recreational boating department. The 2011 North American Safe Boating Campaign materials will be available on the Council's website starting March 1 and will include the order form for free resources.

National Safe Boating Week is the Auxiliary's biggest public affairs event of the year. Let's make it bigger and better in 2011.

By Harriet Howard, SA-NSBW
reprinted from the National Safe Boating Campaign News,
February 2011



Department of Homeland Security
United States Coast Guard
U.S. COAST GUARD AUXILIARY

DSO-PB 8ER
PO BOX 329
POWELL OH 43065

OFFICIAL BUSINESS

PRESRT STD
US POSTAGE
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U.S. COAST GUARD
PERMIT NO. G-157



U.S. Coast Guard Auxiliary
Eighth District,
Eastern Region



Fall D-TRAIN
Huntsville, Alabama
See Our Spring Issue for More Details!

