

THE Pilot 8 house

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

Fall Issue 2010



This very special project was generated by LCDR Scott Higman, MSU Pittsburgh. LCDR Scott Higman is quoted as saying after the ceremony, “Providing an Auxiliary cubicle is a novel idea for Marine Safety Units in the United States. The idea is emblematic of the words Team Coast Guard by better enabling the Regulars and Auxiliary to work together to increase the resources available to carry out the tasks at hand.”

Pictured left to right in front: Tim Pohmer, FSO-PB 73, LCDR Scott Higman, MSU. Pitts., Jim Feeny, SO-PE Div 7
 second row: Norm Arbes, FC-72 , Bob Davis, FC-78, Gerlinde Higginbotham District Capt. E 8ER, Erda Pino, VFC-73
 third row: P.O.Terrel Sisk, MSU Pitts., Mark Draskovich, DCDR 7, Greg Knippel, VFC-72, Bill McCracken, DCDR 9

Inside The PILOTHOUSE

D8ER OTO: QE Check Ride	2	DSO-PE: Paddlesports	9
DCO: Looking Back	3	ADSO-PA: Let’s Make History	10
DCOS: Leadership, Opportunity, Members	4	DSO-PV: RBSV Program	11
DCDR 6: The Last Patrol	6	Situational Un-Awareness	12
DCDR 11: Appreciation	7	ADM Papp’s Welcome	15
D8ERElections Results & Appointments	8		

Our Deadline for the Winter Issue is: 20 January 2011

U.S. COAST GUARD

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Chief Director of the Auxiliary	CAPT. Mark D. Rizzo
Director Of Auxiliary	LCDR William Butler
Operations Training Officer	CWO3 Philip Pinto
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7. John Kaminskas	Mark M. Draskovich
8. William G. Husfield	Jimmie L. Hufnagel
9. General "Thomas" Bartlett	William "Bill" McCracken
11. Edward "Randall" Ventress	Charles Bader
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24. George H. Chesebro	Darrell R. Wood



CWO3 Philip Pinto
D8ER Operations Training Officer

QE Check Rides

Greetings and Happy Holidays,

I want to take this opportunity to thank all of you for your hard work this year. This year we had tremendous growth in our boat crew program. So first, Bravo Zulu for all those responsible for that! As a result of this growth, I want to offer my areas of emphasis for next season.

Know what to expect during the QE Check ride: QE check rides are a very stressful event for new candidates as well as qualified members completing the 3rd year recertification. Because of this stress, I want to provide a few keys to a successful and enjoyable experience.

* Preparing for the check ride is a lot of hard work. You are responsible for knowing everything that your mentor signed off in your qualification guide and you must be able to complete each task safely, efficiently and unassisted.

* Everyone's a seaman - regardless of sea. Our qualification program is a standardized program designed so that if called upon, any qualified member could supplement on any facility anywhere in the country. As such, you should not deemphasize sections in your training material because "we don't do that here". As an example, if your body of water is too small to perform a search pattern that does not mean that you should not attempt to learn everything possible about those patterns.

* Everything starts with basic seamanship. Do not get complacent; the largest percentage of candidates that did not pass this year had difficulty tying the 4 basic knots. We had new and long time members fail this most basic task.



COMO David L. Maul
District Commodore

Looking Back

This will be my last article as your District Commodore. I thought that perhaps I could look back, over the past two years, to see what we have accomplished together. As you know, I had a series of District Goals that I shared with you with hopes that they would become yours as well. Looking back allows me to see where we were and whether we have made progress in some or all of them. Let's take a look from my perspective.

Maintain an emphasis on recruiting and retention: We started the year 2009 with 1,187 active members. We added 119 new members in 2009 and as of 01 November 2010 we had added another 103. With those new members and some losses, we now stand at 1,247 active members. I would like to thank you for all of your efforts to keep our membership strong. The challenge is to ensure that good leadership and effective training takes place to allow us to keep these new assets. Always look to train "your replacement".

Improve communication at all levels: Our main communication vehicle "The Pilothouse" magazine has been very ably managed by Gerlinde Higginbotham, DCAPT-E and Maurice Moulton, DSO-PB. They have been diligent in conveying program guidance and information to every member. Jerry Turley our DSO-CS maintains an exceptional District web site that will give you guidance on whatever it is that you wish to know about the District and its activities.

Fall Issue

He also publishes information and changes in Coast Guard and National Auxiliary programs and ensures that these reach our membership. I would also like to commend the Divisions and Flotillas who publish newsletters and who manage web sites. We are becoming a more technological society and I believe that we are moving with it. "Social Media" seems to be the upcoming way to communicate and a future challenge will be to see how this can work into our communication process to better meet this goal.

Provide appropriate and timely training for all members: This is the life blood of your retention program. Good training keeps members active and ready to meet mission requirements. The major challenge that was met at the very beginning of 2009 was the fact that ICS 210 became a requirement for all operational members and we had some 300 who needed to be qualified in four months. With the help of the Eighth Coast Guard District, Duncan Wilkinson, DSO-MT and our three Regional DCAPTs, we instituted regional training sessions and met the challenge. Many thanks to past DCAPTs David Stroup, William McGonigal and Walt Whitacre for their role in making this happen. Looking at the data I don't see much growth in qualifying Instructors, Vessel Examiners, and Operational Personnel. This will be the challenge in the coming year and I would ask all training staff officers to look at your membership and work to qualify more folks in the Auxiliary Core Mission areas.

Seek ways to encourage members to accept leadership positions: Good leadership is the key to a strong organization! To meet the challenge of making members more ready to accept leadership positions, the District instituted the concept of Regional Flotilla Commander Academies. Duncan Wilkinson, DSO-MT created the curriculum and with the help of the Regional DCAPTs as well as members like John Ellis (ASC), COMO Dottie Kearton, COMO Gordon Scholz, DCO (elect) Rick Washburn and other instructors, six Academies were conducted over a two year period. What a great effort by these folks for a program that was very well received by those who took the course. Seeing the success of this kind of program, the Auxiliary National Organization put together a course called the Flotilla Leaders Course. This past September the District taught a "Train the Trainer" course for up to two representatives from each Division, to present this program to any Division



Richard A. Washburn
District Chief of Staff

LEADERSHIP, OPPORTUNITY, MEMBERS

First, let me say thank-you to all for your support as we change to your next administration. As your new Commodore, I truly thank all of you for this opportunity to serve. Thank you to all the District Staff Officers who served and dedicated their time and skills in the last two years. Much was accomplished, goals were set, lessons were learned and opportunities are identified.

Bill McGonigal, District Chief of Staff (elect) and I believe the words Leadership, Opportunity and Members should and will be the mission theme for the next two years. These words mean different things to us depending on our viewpoint. However, they share a common theme to us as well. They are more than words. They are our way to move forward. A lot of thought went into this mission statement based upon my tenure these last two years as District Chief of Staff. The many experiences (both positive and not so positive), members met, active duty personnel met and travel, have

really allowed me learn and to get a better understanding of what we need to go forward. I have kept an open mind and truly sought out the gray areas, not just the black and white. I believe to "listen" is one of the most important communication skills needed. I confess, as prior military and law enforcement where the world is often black and white, seeking and understanding the gray area was a challenge.

These three simple words are action items for us all. They are simple at first glance, but are quite complex in their true meaning as you think about them. Bill McGonigal and I think about them every day and how we can use their meaning and our experience to enhance the Auxiliary.

LEADERSHIP:

We all need to be leaders. Even our newest member can and should be a leader. Being a leader can be as simple as being a good follower. We should all be good followers, including the Commodore. I follow your direction and facilitate what you, the member, feel the direction is we should take. I provide you with the knowledge and information to allow us to make good decisions. A good leader should have a vision. You as a Flotilla Commander, member, Staff Officer or whatever position you hold should have a vision. What goals do you want to accomplish? What direction are we headed? What problems need fixing? Whatever it is, you need to push forward. Envision the big picture.

Seeing is not enough. We all know some of the problems, things we need to improve. We need action. You and I need to take action to achieve our vision. We

need your passion to serve the Coast Guard and the public. We need that inner drive and sense of commitment you possess. As an Auxiliarist you are a leader and must take the necessary steps to achieve your vision.

Our recent SWOT analysis confirmed what many of us already knew. Complacency, lack of leadership, 80 / 20 rule, poor communication and so on are challenges. More than ever we need our members to be leaders. Leadership is one of my visions as we move into 2011. We need leaders with integrity, communication and people skills. We are in the people business. We need positive "can do" attitudes and members willing to offer solutions to identified problems. We are seeing fewer members with the desire to move up in our organization. Proper planning is key to our success. Without specific plans we cannot be successful. One action item we implemented is The Flotilla Leadership Course. We need to provide our members with the leadership they want, need and deserve. The course we implemented is a tool and partial solution designed to help us bring more members to elected and appointed offices. Every member has a skill set we can use. We need to identify these skills and utilize them. We don't need all of our members to be coxswains. But we need all of our members to be a leader in their respective area and for the Auxiliary as a whole. We need to reach out to every member and value who they are and what they bring to the Auxiliary.

OPPORTUNITY:

We all know what opportunity is. But, we need to realize we cannot always wait for an opportunity. We must seek

Fall Issue

out opportunity. Make things happen. Be proactive rather than reactive. Don't wait for things to happen, and then wonder what happened. We in the Auxiliary have abundant opportunities to serve the boating public. We do those mission sets well. This year I challenge all of us to seek the opportunities to support the Coast Guard and others in non-traditional areas. Earlier this year, I asked each District Captain to help discover who our members are and what skill sets they bring to us. Many of us are electricians, lawyers, accountants, truck drivers and so on. These skills can be used to support us as well as the Coast Guard. As budgets shrink and manpower becomes scarce, this is an opportunity for us to serve again. All of us are not skilled boat crew, instructors, etc. However, we all have a skill we can put to use in our organization. The Sector, MSUs and MSDs need our skills to support and enhance their missions. That is our job, to support the Coast Guard. They need carpenters and plumbers from time to time. What a great way to help out others and the Auxiliary. It allows the member who may not be boat driver oriented to still be a valued member of our Auxiliary. I point to the kitchen remodeled by our Division 8 members in Paducah. That kitchen remodel built goodwill and made those members with hammers and saws just as important to the Coast Guard in Paducah as our Coxswains. Opportunity. Seek it out and embrace it.

MEMBERS:

Not membership. Yes, membership is important, but I want to emphasize our members. It's about the members. Nothing is accomplished without our fellow Auxiliarists. We are in the people business. To be successful, we need all of our members. Diversity is a good thing. We need it. We need to value all of our Auxiliarists. Older, younger, no matter who they are, we need them all to be a greater Auxiliary. I challenge you to offer your talents as a mentor, leader, follower, instructor, welder or any skill you have. The Coast Guard Auxiliary can put you and your skill to good use.

I sometimes like to say we have one foot in the past and one foot in the future. We learn from our history, accomplishments and mistakes. We must build on what our past leaders and members have started and accomplished. We have a good foundation. Let's build on what we have done and take it to the next level. Let's build on Commodore Maul's platform. To take the next step into the future we must remember and learn from our history. It's about balance. Bal-

ance the past with our future. We need all of our Auxiliary members to be active and productive to achieve that proper balance.

Respectfully,

Rick Washburn
District Chief of Staff
District Commodore Elect



DCO: Looking Back continued from page 3

member who wishes to become an elected leader in the Flotilla or Division. Please know that this opportunity exists and I would urge you to take advantage of this quality program. Many thanks to Mort Mullins (DSO-VE) who managed this training program for the District. I believe that we have an excellent vehicle to ensure quality training for future Flotilla leaders so please take advantage of it.

Develop Emergency Response Plans at all Levels: This is one area that continues to need work. I know that the DCO (elect) Richard Washburn has started the process of collecting up to date information on every member to begin this process. The Coast Guard has indicated, that should an emergency situation arise, they wish to know the status of every Auxiliary member in that emergency area. At the moment, we do not have an effective plan in place. I would urge every member to help Rick get the information that he needs to build a District Contingency Plan that will work in concert with the Contingency Plan of Sector Ohio Valley. We hope that we never have to use it, but we need it in place should the need arise.

Embrace opportunities to support the Coast Guard and other marine safety agencies: I believe that the relationship between Sector Ohio Valley and the Auxiliary has never been stronger. There are numerous Auxiliary members who are supporting all of the MSUs and MSDs on a regular basis. The District has instituted the AUXCHEF Program train-

DCO: Looking Back continued on page 14



Dennis Neufarth
DCDR 6

The Last Patrol

Have you ever thought something like this to yourself? "I hate to quit, but it's the right thing to do. I had a good run, and now I'm going to find some other way to share my knowledge and experience with others, but do it from the shore."

Or have others made such statements to you? Every year, some of us reach a point in our life when we must consider how much longer we can do certain things, such as drive a car, play golf, scuba dive, or be a coxswain or crew member.

If you're in operations, you've probably finished your last patrol of the season. Your facility may already be winterized and in storage. As you think about this past season, you may be remembering some of your patrols. Maybe you noticed that you had more physical or mental difficulties - less agility, lower strength, slower reaction time, difficulty hearing, forgetfulness, worsening vision -- performing your Coast Guard Aux duties this past year than in previous years. If so, over the off season you may consider whether it's time to step back from the operations tasks. Discuss your situation with your family and friends and your FC and FSO-HR. There are many activities you can still be engaged in that will enable you to support the Coast Guard, the Auxiliary, the public, and yourself and your fellow members. Have you considered teaching, mentoring, or communications watchstanding?

Recently, Lt. J. R. Reinhart, MSD Cincinnati Supervisor, stated, "I'm proud of George [Groene, DCapt-W] for taking the initiative to personally withdraw his crew/coxswain certification. He realized it was time."

While there are no physical requirements (e.g., pushups, sit-ups, etc.) established for Auxiliarists, those who are in operations must be able to perform ALL tasks, mental and physical, during a qualification examination. If you fail to do so, your certification will expire unless you pass a re-examination. If you are qualified as a coxswain, you may continue to wear the coxswain insignia, but you will no longer be able to get patrol orders and serve as a coxswain.

Many of us have reached or are approaching this time in our lives, and we're having difficulty deciding when to lower the anchor. I talked to a few people having this experience. Here are some of the comments they made:

"I realize that I'm not as strong and agile as I used to be, and I think it might be time to stop crewing."

"It's really not fair to my fellow crew members or to the public. I don't want to put them into a higher risk situation."

"I was hoping to get another year in, but maybe not."

"I've thought about this problem relative to my driving, but hadn't considered it about my boating. Thanks for bringing this to my attention."

Have you taken your last patrol?

Dennis Neufarth
DCDR 6



Fall Issue



Randy Ventress
DCDR 11

Appreciation

For several weeks now I have been trying to think of something to write about for my contribution to this publication. I have gotten started several times, but have come up short each time. However, an event recently really got my mind churning. Allow me to share with you if I may.

I have found our District Training sessions to be fantastic outlets for networking and expanding our thinking outside our own perimeters. Too many times if we have not had exposure to the outside world, we think that the way we do our business is the only way and the right way. The opportunity to spend time talking with and sharing with Auxiliarists outside our Divisions puts a new spin on the way we go about our work inside our Divisions.

Fall DTRAIN 2010 in Chattanooga recently was no exception. Not only was I able to again see friends I had made at the Spring DTRAIN, but we were able to follow up on ideas that we had shared earlier as well and check the pulse of our organization. There was a vast amount of knowledge shared in our meetings and classes and quite frankly, my head has been spinning since.

While on lunch break one day, several of us gathered at a local restaurant for lunch. I believe there were nine of us all in uniform. We all had a great lunch and afterwards the waitress came by and asked if we had room for desert, which none of us did, so she began clearing the table. After this was completed, she naturally asked if there would be anything else. We asked for

our checks but we were told that all of our checks had been taken care of. We asked by whom, but we were not told. All of us walked out in amazement that someone would be as generous to pick up the tab on a ticket that was well over a hundred dollars. In all my thirty years being involved with the military, I had never had this happen to me, this act was only something I had heard about and seen on television.

So many times I hear Auxiliarists lament on how they feel they are not making a difference. "The results of what we do are not visible" and "nobody notices" are two of the comments I get. Someone in Chattanooga, Tennessee noticed our uniforms and even though this person did not know any of us personally, the fact that we were in uniform and giving back to the community and our Country must have touched this person in such a way that this show of gratitude was made. I have to tell you, this act touched my heart.

So when you feel you are not appreciated, that the work you do is going with out visibility, just remember the act of just putting on your uniform and wearing it correctly speaks volumes to the neighborhoods we are in, to the citizens of our communities we work with, and to our Country that we are working for. If we are busy with the work of the Auxiliary and not sitting on the couch gathering dust, then we are visible, and appreciated.

Randy Ventress
Division Commander
Division 11
Nashville, Tennessee



D8ER Elected & Appointed Officers

DCO - Richard A. Washburn

DCOS - Joseph W. McGonigal

DCAPT - Gerlinde Higginbotham, Jim. Meyers, Rick Schal

DDC-R Bob Bruce

DSO-OP Bill Seymer

ADSO-OP Eric Piper, Ray Veldman, Dave Miller,
Richard Miles, Ray Rivera

DSO-NS Dave Roberts

ADSO-NS Bill Husfield, Mary Husfield

DSO-CM Dave Stroup

ADSO-CM Randy Hawkins, Rick Kreamelmeyer

DSO-AV Bob Spera

ADSO-AAC Dave Valencic

ADSO-AVM Paul Leffler

ADSO-AVQ Byron Chapman

ADSO-AVT Paul Dellaira

DSO-DFSO Mark LaPenna

DDC-P Mort Mullins

DSO-MS Terry Siler

DSO-MT Duncan Wilkinson

DSO-PA Lynn Miles

ADSO-PA Carter Keith, Harry Stephenson,
Rita Wirtz, Rick Waters

DSO-PE Ron Tvorik

DSO-VE Don Metz

DSO-PV Jimmie Hufnagel

DDC-L Billie McAdams

DSO-CS Nancy Reece

ADSO-CS Jerry Turley

DSO-IS DeAnne Rodenburg

ADSO-IS Carl Rodenburg, Bill Husfield

DSO-MA Mary Ward

ADSO-MA Tim Hooker

DSO-PB Maurice Moulton

ADSO-PB Gerlinde Higginbotham

DSO-HR Alan Hall

ADSO-HR Randy Ventriss

DSO-SR Roseanne DeRamus

DDC-GA John Bentley

SLO/LLO Beverly Buckman, Chuck Tibbens,
Gary Branstetter, John Whelan, Don Metz

D-AA COMO Gordon Scholz

D-AD Jennie McNeil, Alan Wald

DSO-FN Mark Dever

ADSO-FN Charles Babb

DSO-LP Judge Lewis Nicholls

ADSO-LP Keith Blosser

QE Coordinator Jennie McNeil

SPECIAL STAFF OFFICERS:

Lay Leader / Civil Rights Counselor David Totman

Special Projects George Groene

CAP Liaison Don Edmands

Diversity Advisor Paul Leffler

NSBW Chair Lynn Miles

POMS Coordinator Paul Leffler

USPS Liaison Ken Farst

Auxiliary Sector Coordinator John Ellis

MSU Liaisons Ronny McCrary, William McCracken,
Phil Mammano, Jerry Stickler, Mort Mullins





Ron Tvorik

DSO Public Education

Paddlesports Education

There is exciting news from NACON regarding a memorandum of agreement (MOA) that is in progress between the Auxiliary and the American Canoe Association (ACA). A recent survey indicates that every year 90,000,000 people spend at least one day paddling a canoe, kayak, or paddle boat as part of their leisure activity. Dick Greenwood, DIR-Ed, has pointed out that this means 90 million persons are potential students. He goes on to say "this is an audience too at risk and too engaged for us to ignore. The vast majority of them have no idea of the rules of the water and no understanding of how difficult it is for a power boat on full plane to see and react to them". There will be additional information ASAP regarding the status of this MOA.

As you're probably aware, the Paddlesports America course, launched earlier this year, has been enthusiastically received and will be a cornerstone of this new MOA. As the Auxiliary moves forward with its involvement with the American Canoe Association (ACA) and the paddling public, it will be the DSO, SO and FSO PEs that will keep things moving and growing to ensure that this segment of the boating public is informed and protected.

The Instructor Guide for the Paddlesports America course is now available for download on the E-Library Resource Center. The direct link is <http://www.cgauxed.org/paddle.htm>.

The question of teaching the Paddlesports America course has come up. If you teach a class, you have to have successfully passed that class. In the case of the Paddlesports America course, if you have taught ABS, that qualifies the person to teach the class. (Having kayak experience is a plus, but you can get a local expert to help as long as a certified instructor is in the room at all times.)

A new Operation Paddle Smart brochure has been released along with ID stickers. The ID stickers are to be placed on Sport Utility Boats (SUB) with the owner's contact information. If the SUB should go adrift, the owner can be quickly contacted to make sure it's not an emergency situation. Please provide this new brochure and ID sticker to your marine dealer contacts.

The Recreational Boating Safety (RBS) Affairs Department website is now on a new server, with a new address: bdept.cgaux.org. For now, visitors entering the old "auxbdept.org" address into their browsers or following old links will be redirected to the new site automatically. This automatic redirection will end eventually, so please update all links to the RBS Affairs site.

A new video, an Introduction to the Coast Guard Auxiliary, by Roxanne Firmin is available for downloading on the E-Library Resource Center.

This excellent PSA video is now posted to the [cgauxed.org](http://www.cgauxed.org) website in the video section at: <http://www.cgauxed.org/elib/video/videos.html>
The video is #13 on the page.

The ABS in Spanish PowerPoint slides (Chapters 1-7) have been reposted to the E-Library Resource Center. Grammatical corrections needed to be made.

Anne Lockwood will be leaving as DIR-E. She has been asked by the new NACO (elect) Jim Vass to move into the position of National - Executive Assistant to the NACO. Dr. Chester Lowe has filled this position for the last 6 years. We congratulate Anne and wish her the best in her new position and thank her for all that she has done for Public Education.



Rick Waters
ADSO-PA Historian

Let's Make History

I am Rick Waters, the new District Historian for the upcoming year. I have been in the Auxiliary just over 5 years now and the 1st Flotilla Commander of 082-16-09. My Flotilla was stood up in Feb 2010; most of us came out of Flotilla 16-07. Before I started my Auxiliary career, I was in the Tennessee State Guard; I made SFC E-7 before I left for the Auxiliary.

I will need your help to bring our district history together because history does two things: it shows where we came from and where we need to go. My duties are summed up well by this statement. Every Auxiliary historian holds an important and exciting position. You help ensure that the legacy of your unit will be captured, recorded, and preserved. In doing so, you honor the memory and work of your Auxiliary colleagues.

The principal duty of a Coast Guard Auxiliary historian is to gather, evaluate, preserve and safeguard those materials that are the evidence of members' and units' historical activities over the years. These include documents, publications, physical objects (artifacts) and sound and visual materials.

The District Historian plays a key role the national history program. Division and flotilla commanders may appoint auxiliaries to perform parallel duties.

As you can see, I have a big job, so any help, pictures and reports you could send me would help out. I look forward hearing from you all!

Rick Waters

Fall Issue

QE Check Rides continued from page 2

* There are no surprises or secrets to the evaluation. Review the check sheets that you will be evaluated off of prior to the day of the check ride. The tasks for initial qualifications are located in your qualification guide and tasks for recertification are in the Auxiliary Boat Crew Training Manual enclosure 1 or 2 respectively.

* Perform your self-assess and identify your own areas of emphasis. Be honest with yourself. You take on a serious responsibility when you put on your uniform and operate as a qualified boat crew member. You know better than anyone else if you are truly up to the task. If you are not ready mentally or physically then do not request the check ride until you are.

Know the responsibilities stated in the Sector Ohio Valley Auxiliary Standard Operating Procedures (SOHV AuxSOP): The Sector's AuxSOP is an outstanding document. The AuxSOP details rules that you are operating under when underway. This instruction has tons of valuable information in it from search and rescue procedures and what to do when you damage your facility. All Coxswains will be required to read this document prior to receiving orders this spring and I strongly encourage crew members to read it as well. You will receive more information on this from your DSO-OP.

Ensure Safety Equipment and P-EPIRBS are in working order: Facilities are not allowed to get underway without a functional P-EPIRB on board period. This item should be included on all boat check off sheets. I know that some facilities have not been issued P-EPIRBS yet and if this applies to you then please contact me and I will ensure you get one issued to your facility. Your P-EPIRB should be kept readily accessible. If you store it in a gym bag or in a storage compartment then it will be no good to you if your facility sinks.

I want to stress that you are doing a great job and I do truly appreciate it. I care a lot about you and want you all to have a great and safe experience in the operations program.

CWO3 Philip Pinto
D8ER Operations Training Officer

Fall Issue



Jim Hufnagel
DSO Program Visitor

Recreational Boating Safety Visitation Program

The Recreational Boating Safety Visitation Program (RBSVP) is the ambassador program of the U.S. Coast Guard and the Coast Guard Auxiliary in promoting Recreational Boating Safety. This puts the Recreational Boating Safety Program in a position of high responsibility and influence.

Through the RBSVP we are promoting safe boating for the recreational boating public with the aid of local marinas, resorts, sporting goods dealers and manufacturers, bait & tackle shops, and a multitude of other businesses, including insurance agents, banks, credit unions, hospitals and office waiting rooms to name a few locations. Ideally, this amounts to a form of indirect continuing education. Information is given to the general public and the RBSVP Program Partners. The RBSVP program is a very visible source of boating safety information and an excellent resource of federal, state and local boating safety requirements.

The Program Visitor should be able to:

- * Clearly and plainly answer questions regarding boating safety issues, state and local requirements/laws
- * Promote safe boating education and classes
- * Promote the Vessel Safety Check Program.

We are, in essence, educating the various business establishments about boating safety and thus, we are increasing our contact with the recreational boaters.

The Auxiliary's RSBVP needs to be given much more importance; especially considering that the number of fatal accidents in 2009 involving recreational boaters increased by 3.8%, with related injuries increasing by 0.8%, though the number of accidents actually decreased by 1.2%. The major contributors to this increase were caused by inexperience, inattention and, of course, alcohol.

The Coast Guard recorded a total of 4,730 accidents in 2009 that caused 736 deaths, over 3,300 injuries and about \$36 million in property damage. A full 86% of boat operators involved in those fatal accidents had NOT received any boating safety instruction. And worst of all, almost 75% of those who died drowned and 84% of those victims were not wearing a life jacket.

Wearing a life jacket and taking boater education classes are the best prevention measure recreational boaters can take to help reduce this increasing number of recreational boating fatalities.

Jim Hufnagel
DSO-PV



DSO-PE: Paddlesports continued from page 9

The June Edition of the Education Connection is now posted to the E-Department website. Articles include a Paddlesports America update, suggestions for improving classroom management, and information about the new video center. Additionally, there are articles about Routing Runoff and one with a reminder of the steps involved in becoming an Instructor. The direct link is: http://cgauxed.org/edcon/edcon_june_10.pdf. Please remember to submit your PE articles to the Education Connection.

Remember to review the Strategic Plan and to check out the e-Library.

Respectfully submitted,
Ron Tvorik
DSO-PE 8ER



Bob Willett
FC 8ER-041

Situational Un-Awareness

It was a dark and stormy afternoon...well, that's not how it started. But before it was over, a group of boaters were going to find out the cost of not being aware of the situation they were about to find themselves in on Herrington Lake.

On a hot Saturday afternoon in July, I anchored my boat in a popular cove off the main lake. We had five boats rafting with us, including Auxiliarist Ron Sanders, VE, Instructor, and operations crew. There were pods of rafted boats all over the cove. A few were backed up against the wall at the turn in the cove. Don Mitchell, VE and coxswain, was in one of those boats with friends. When we anchor, we always anchor off the bow and use dead weight, since the bottom is full of tree branches and craggy limestone ledges. Since I have a windlass, I use 100 lbs. of Gold Gym bar bell weights. After monitoring my anchored position, satisfied we were not drifting, I joined the rest of the gang in the water to cool off and listen to the long tales. It was partly cloudy and hot. We could not see over the tree line on top of the hill next to us, so any change in weather would come rather quickly...and it did.

The clouds began to increase in number and darker in color. We were watching this, but I noted a pod of about nine boats rafted up near the back wall, anchored off the stern, were not. The people were intent on the party. I have radar on my boat, but cannot see above the walls surrounding the cove. The weather radio was reporting

storms in the area. They were of the pop-up variety and more often than not they skirt us. This was a typical afternoon at the cove.

Some three hours into the afternoon, Ron and I noted the wind was picking up and starting to gust. There were still pockets of blue sky off to the south, so the concern was a that pop-up cell might be coming our way. We both got out of the water and started putting up the tops on our boats. Eventually, the others in our groups were doing the same. The raft pod against the back wall was still in full party mode. Now the wind was starting to gust into the 20 mph range. Ron and I were in full monitor mode. Due to their position close to the back wall in the cove, the 'party pod' was fooled about the strength of the wind as it was coming straight down the cove and rising above them as it approached the back wall.

Our group was now aboard their boats. We all agreed we were about to get wet. Two more anchors went out on either end of our raft. The 'party pod' people finally saw what was happening, got out of the water and began working with their boat tops. Did I mention that they were anchored astern? They were now putting up sails into the wind. This was as bad as any weather we have seen, no panic yet.

Suddenly, over the tree line to our west, a vast darkness of clouds appeared and the wind gust took on a whole new character. This was not good! Looking down the cove, I noticed the wind impact of the water coming our way. Then the rain started. It was sudden and violent. I had already started my engines. We were about 100 feet from the back wall, but if the wind dragged our anchors towards the wall, we were ready to push back. It amazes me that people tend to maintain rationality when there is just wind to deal with. Add rain to the mix, though, and all order is lost. That's what happened over at the 'party pod'!

With the wind filling their cockpits with their cleverly added tops, the entire pod started moving towards the back wall of sharp, craggy limestone ledges. A few anchors stretched, others gave up immediately. In the gusts, their boat line was moving in and out, testing their lines and anchors more and more. With driving wind gusts now up to 40 mph along with the rain, panic ensued across the pod. They wanted out of

Situational Un-Awareness continued from page 12

there! The full strain of the force of the wind was on the stern lines, boat to boat. For whatever reason, those were the lines they first untied to separate boats. With the bow lines still attached, the wind drove a wedge between the boats at the stern, separating the boats at the stern and pinching the bows. To counter the wedge effect, a few boats started their engines and shifted in and out of gears to regain their posture, but instead ended up in a dance of confusion. Half the people are holding off other boats, the other half tugging at lines.

Back at our pod, we watched our boats push back as much as 30 feet towards the back wall, but with the occasional nudge from our engines we stayed put and our line even.

The party pod had broken into smaller groups of two and three boats, trying to get away from the wall. Three boats were pinned abeam against the wall on one side and limited in their ability to move by an unforgiving anchor on the other. A second group of two boats was twirling around in a circle. It seems one boat bolted, and in their panic, forgot to bring their anchor up. Unfortunately, they ended up wrapping the stern anchor line in the prop and stalling the engine. The engine in the other boats was adding the propulsion to keep the circle tightening. The wind and rain had not let up, nor had the panic. Loud voices pierced the air.

It was too soon to feel proud of how we handled ourselves during the storm. Suddenly, the twirling pair of boats was blowing right towards our group. I grabbed my gaff pole

and headed forward and was able to re-direct an errant bow rail. Others in our group had to do the same.

We had only been in this gust condition for about 15 minutes now and conditions were improving. Our group was returning to our original anchor position while the party pod was completely broken up. A few boats towing other boats, others fighting the anchors they forgot to bring up when they darted away from the wall. Fortunately, no one was injured in the ordeal, but there were a lot of angry boaters with repairs ahead of them. As the storm passed and the calm and sun returned on the other side, I looked around the cove. Our five boats were doing just fine, and over across the cove was Don Mitchell's boat, sitting alone in the water with his two anchors holding nicely. We jumped back in the water and resumed the telling of long, tall tales.

Situational awareness is not an intuitive or evolved process, it is a form of mental bookkeeping that allows us to see risk coming. Anticipate the possibilities so you can react rationally to them.

Bob Willett
FC, 8ER-041



Figure 1 Boats anchored astern on the back wall of the cove.

DCO: Looking Back continued from page 5

Fall Issue

ing Auxiliary members as food service personnel available to take the place of the cooks on the six cutters should the need arise. To date, we have trained 14 members and look forward to bringing more folks on board in support of this program. Thanks to Kent Whitaker, AUXCHEF POC, for getting this program up and running and to LCDR Butler for supporting this program in such an amazing fashion. Some ten Auxiliary members assisted the Coast Guard during the G-20 Conference that was held in Pittsburgh, PA. All reports indicate that they did us proud. Thanks to Bill McGonigal, DCOS (elect) for leading this group. John Ellis, our District Auxiliary Sector Coordinator, has been invaluable in bringing Auxiliary capabilities to the attention of Sector personnel. He has been a great asset in keeping me and my staff up to date on mission requirements and activities. On the state level, Division Staff members have worked a significant amount of time to encourage Auxiliary support to State marine organizations. At the moment we have excellent relations with all the state organizations in our AOR. By keeping our professional standards high, these organizations will continue to look to us for support and assistance.

Enhance the Auxiliary Image in the local communities: I'm not sure how to measure this, but looking at the number of major events our Auxiliary units support, and the some 10,000 vessel exams and the 1,900 boating class sessions that were conducted over the past two years, it would appear that we have touched the lives of a number of people. Our hope is that these contacts have "saved some lives" just by the fact that we have had an opportunity to share with them the basics of safety on the water.

In all it has been a two-year program that I feel has carried the District forward and allows for continued growth; a challenge to the New Bridge. It has been a pleasure serving with you and I thank you for all the support that you have given me and my staff during my two year tenure.

David L. Maul
DCO 8ER

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-AN	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.

Commandant of the U.S. Coast Guard Admiral Papp: Setting The Watch

Shipmates,

I am honored to serve as the 24th Commandant of the Coast Guard. When I assumed the duties from Admiral Thad Allen at noon today, it concluded a series of key rotations and marked the setting of a new watch to lead our service.

Serving with me on this watch are Vice Admiral Sally Brice-O'Hara, Vice Commandant, Master Chief Michael Leavitt, Master Chief Petty Officer of the Coast Guard and Master Chief Mark Allen, Master Chief Petty Officer of Reserve Forces. Each assumed their duties over the past ten days. They are all very experienced professionals who have been tried and tested in the field. We are also joined by Vice Admiral Robert Parker, Commander, Atlantic Area, Vice Admiral Manson Brown, Commander Pacific Area, Vice Admiral John Currier, Chief-of-Staff and Future Deputy Commandant of Mission Support and Rear Admiral Brian Salerno, Deputy Commandant for Operations. I am proud to serve alongside this exceptionally talented group of leaders.

My watch will be guided by the following vision for our service:

We are defined by our missions, people and heritage. We will selflessly serve our country and perform our duties in a manner that secures the trust and confidence of mariners and citizens alike. We will set a course that steadies the service, honors our profession, strengthens our partnerships and respects our shipmates.

This vision will be achieved by the incoming watch through clear focus on select projects and initiatives currently under way in our service. Instead of creating new tasking, we intend to emphasize vital initiatives, leverage teams that are in place now and move these efforts forward to completion. I will provide more specifics in the coming weeks.

I often use the term Shipmate. You need to know that this is a team of endearment for me that represents a common bond across the entire Coast Guard family and all mission communities. There is no higher compliment in my opinion than being called a Shipmate and no better goal than being a good one.

Admiral Allen will continue his service as the National Incident Commander for the Deepwater Horizon Oil spill managing the overall federal response. I am glad he accepted this last assignment as it will enable me to focus on the Coast Guard's response, and serving you as Commandant of the Coast Guard. Admiral Allen is a true public servant and visionary, I thank him for his service.

I encourage all Coast Guard active duty, reserve, civilian, auxiliary, families and retirees to bookmark and initiate RSS feed from the senior leadership web page at WWW.USCG.MIL/SENIORLEADERSHIP. We intend to use this location during our watch to post information and address subjects that are important to our service.

All standing orders remain in effect, set the watch and carry out the routine of the day.

Semper Paratus,

Admiral Bob Papp



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