

THE **Pilot** **house**

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

Summer Issue 2010



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U.S. COAST GUARD

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**LCDR William Butler
DIRAUX - D8ER**

DSAR...A job well done!

At this year's Summer Board we decided to dedicate the entire Pilothouse to DSAR. I think this was an excellent decision! DSAR? Where do I begin? I could spend my entire corner of this page listing everyone who made it a great event. That would be over one hundred people. Everything, and I mean everything from stem to stern was well thought out, well planned and well executed. Yes, we did have certain little "hiccups" but that is to be expected in any event of this size and scope. What I thought I would do is give you a review of the past year regarding DSAR and share some of my thoughts. But first, let me say a "job well done" to all the members of "Team Coast Guard" who worked tirelessly to make this 2010 DSAR a great success! A special "Bravo Zulu" to the Incident Commander, the DSAR staff and all the members of Divisions 11, 16 and especially our host, Division 24, for their long hours planning, equipping and executing this event. And, let me say congratulations to each and every member of all eight competing teams. Only the most highly trained, experienced and "salty" Auxiliarist gets to compete in a search and rescue Competition, and whether or not your team won, you have the seamanship and navigational skills that only the "best-of-the best" mariners possess!

Next, I would like to give you a short evolution of DSAR from a DIRAUX perspective. Every year we budget funding to send one team to the National competition, usually at Cape May. Since there was no National competition, during last year's D-Train in Columbus, our Auxiliary chain elected to conduct a District-wide competition. Once we entered the new fiscal year, we reracked our budget and planned on



COMO David L. Maul
District Commodore

Building Relationships for a Stronger Auxiliary

This edition of the Pilothouse is focusing on the joint District Search and Rescue Competition that was held in Scottsboro, Alabama on 17 - 19 June 2010. By the time I got to write my article, it appears that everyone else has already taken all of the activities and built the case for a very successful District venture. Since everything else is taken, I thought that perhaps I should focus on the one issue that I have been working on during my tenure as your District Commodore, that is, my motto: "BUILDING RELATIONSHIPS FOR A STRONGER AUXILIARY". Others have said what a good training exercise this was, others have focused on the strengthening of our Operations skills and some said that we finally put ICS to work for us to use and understand. All of that is true, but what this event brought about most emphatically is that this exercise brought together a significant number of Auxiliary members, from different Districts and Divisions, interacting with one another and with the Coast Guard, the Alabama Water Safety people, scouting groups and with the local officials and their constituents. What a great way to build relationships!

Congratulations to Division 24, and especially to George Chesebro, DCDR 24 and the guy who put the original proposal together, Richard Miles. They found the right people, worked Division 16 and Division 11 into the mix and put on an exceptional "show". To Bill McGonigal, the mentor to

this group, goes my overwhelming thanks. He put the program together, printed the guidance manuals and ensured that everyone was understanding of what was to take place and how it was to be carried out. Without the support of LCDR Butler, we could never have brought together some 100 Auxiliary members to support this effort. To Division 08, 18, 11 thank you for fielding teams to represent us in this competition. Actually that was what it was all about, fielding twelve people from both the Eighth District Eastern Region and the Eighth Western Rivers District to exercise their skills and to have fun in doing it. There are too many people to thank in this article, but I fervently hope that all of you have made some new friends and supporters of the Auxiliary program and have built relationships which have strengthened our organization both from within and without. Let's face it, our people are our greatest strength and I urge all of our members to build on this event and continue to show our water safety partners and those that we serve that we are the pre-eminent volunteer organization in this field. Bravo Zulu to all, well done!

Dave Maul
DCO 8ER





Richard A. Washburn
District Chief of Staff

DSAR 2010: What It's All About

The 2010 District Search and Rescue competition was held in June 2010 in Scottsboro, Alabama. Many of you wonder why we held this competition or what was it all about. It's about the culmination of our skills, knowledge, preparedness, attitude, readiness and leadership. It's about what we do for others. It's about our members dedicating their time to prepare and preparing to take their skills to the next level. It's about commitment to saving the lives of people in the boating community.

This past summer twelve of your fellow Auxiliarists traveled to Scottsboro, Alabama to compete with the best from the 8th Western Rivers Area. The purpose was to bring our Crew and Coxswain manuals to life to see if all of our training really pays off. Will it teach us to save lives? The simple answer is... Yes! It reinforced areas that we know work and that are time tested. It also showed us areas of improvement we need to focus on. A learning experience not only for the members competing, but for the observers as well. Imagine conducting a SAR in 105 de-

gree heat. Yes, it was brutally hot. We all learned valuable lessons and gained experience that will not be forgotten like heaving lines and pulling Oscar from the water in extreme conditions. As well we all know, when things happen on a boat they happen fast and they are often not good.

These members brought those tasks to life to see who the best was that day under those extreme conditions and to see how difficult it is to pull a person from the water, not just retrieving a throw cushion with a boat hook. We felt the stress and pressure of being critiqued by Active Duty Coast Guard Judges. Your fellow members gave all of themselves, not only in Alabama, but in the months of training leading up to the competition. Without question these crews did an outstanding job in blazing a trail for all of us. We learned and documented what works and what doesn't. What we need to improve on and what we need to reinforce. Most important, we all had fun. We shared time and experiences with the Western Rivers members. New friends were made and old ones visited.

You may feel that only the members competing benefited, but the simple answer to that is No. The scores of staff people supporting the competition and preparing for the competition also gained an immense in-depth knowledge of ICS and other areas. The various teams were busy...medical, judges, food preparation, communications, carpenters, computers, lodging, transportation, logistics, scheduling and the list goes on. Division 24 with George Chesebro did a superb job for you. Bill McGonigal coordinated the entire event for you. Lynn Miles ensured the entire media was involved. Richard Miles did

the impossible by planning this event and documenting it for the future benefit of all. Duncan Wilkinson has received lessons for MT that will last a lifetime. Again, the whole DSAR was a team effort that benefited all of us in some way, not only then but for the future.

Please thank our Director LCDR Bill Butler, CWO3 Phil Pinto and their staff. Without their help and support this event would not have been brought to fruition. Your Director supports us unlike any other. I can assure you as I travel the country and speak with other Districts, we have the best staff you can imagine. These guys make it happen, for you the members of the 8ER Coast Guard Auxiliary.

Rick Washburn
 DCOS, 8ER





CDR Todd J. Campbell
DIRAUX - D8WR

Working together for a common cause

In June of 2010, four "three person" teams from the Eighth Western Rivers Region attended the annual DSAR competition hosted by our sister region, Eighth Eastern Region to compete against their four teams. The event was held in Scottsboro, AL at the Goose Pond Colony facility and as such, all participants and support staff were bracing for severe heat and humidity. Beyond the expected heat, however, the Eighth Western Rivers teams and judges were not totally sure what to expect since this was our first time working with Eighth Eastern Region. Upon arrival though, it was abundantly clear that the Eighth Eastern DSAR organizers put forth a tremendous effort and the result was a SAR competition that would rival anyone's. The attention to detail at DSAR was evident, and some of the new "twists" on old drills that were implemented helped keep the events fresh and challenging. Many of the teams noted that the Mystery event was their favorite! Both myself and CWO Douglas Leavell (the 8WR OTO) were particularly impressed with the utilization of the AUXCHIEF program, and have seriously contemplated adding it if we host DSAR in 2011. It was a fantastic event that showcased just how effective two different Auxiliary Districts can be when they come together to work a common cause. Should future funding be identified by District Eight to continue this worthwhile program, we will certainly plan on hosting DSAR next year somewhere in the Eighth Western Rivers Region. In the end, although the overall winning team came from my

region, all Auxiliary members really won by being able to compete together in such a nice setting. My congratulations to the Eighth Eastern Region Auxiliary leadership and my fellow DIRAUX (LCDR Butler) for their superb leadership in hosting DSAR, it was a first class event. My take away from DSAR is this...both D8 River Auxiliary Regions have more in common than any two other regions in the Coast Guard and we need to continue working together as much as possible, DSAR or not. It is my hope that this event promotes new cooperation between our two Auxiliary areas and helps us into the future.

Sincerely,

CDR Todd J. Campbell
Director of Auxiliary - D8WR





Jim Myers
DCDR 16

Goals and Accomplishments

Now that I am in my third Quarter of the last year as DCDR-16, I feel the need to talk about my goals and accomplishment with Division 16.

Division 16 was like most in the 8th Eastern; we had problems attracting senior leadership. I was approached right after being elected FC of 16-02, to consider standing for DCDR at the end of my term as FC. I was kind of concerned with my lack of service in the Auxiliary, but was assured I would have help.

Well I did have help. At my first Conference (D-Train hadn't surfaced yet) as a board member, I sat through the awards and only received one award, an individual award for VEs.

When I had my first Division meeting on my return, I made some remarks about my disappointment. To make a long story short, as most of you know, I was not disappointed at the spring D-Train in Morgantown. Division 16 rallied behind me, and pushed to the maximum effort required to make itself one of the most active Divisions in 8th Eastern.

We have not only doubled the size of our unit but we have increased our cooperation and contact with our local CG Cutter Ouachita by sponsoring dependent childrens Christmas parties, picnics, furnishing a chef several times for the Ouachita, honoring the Senior Chief with a going away party, and forming a joint CG/AUX color guard for the Armed Forces Day parade here in Chattanooga.

Division 16 had 52 patrols in 2009 with 1126 man hours. These included the annual Riverbend Festival which runs for 2 weeks and attracts thousands of visitors and hundreds of boats to the Chattanooga riverfront, the Head of the Hootch national rowing race, the Chattanooga Head races, the National Dragon Boat races, and the Tennessee 600 which is PWC races from Knoxville to Nic-A-Jack dam on the Tennessee River. We also furnish Safety Patrols for 2 different cities' 4th of July fireworks shows. We worked with a new organization in 2009, the Sports Art and Recreation of Chattanooga (SPARC), a national group which gives handicapped children and adults the opportunity to enjoy water skiing, PWC and pontoon boat rides...a very rewarding experience. We have been asked to do this on an annual basis.

Division 16 also certified 2 new coxswains, led a recovery mission in concert with local emergency personnel, (2 people drowned) which ended successfully with both bodies recovered.

In addition to all this, we participated in numerous Public Affairs missions which included boat shows, children First (safety) day, a Coastie demonstration at a local Head Start School. 2010 has started off in a similar vein. We stood up a new Flotilla in March with 24 new members. We have already had over 40 patrols with more scheduled. Our VEs are going through the roof, our RBS visits are way up and everybody is getting excited about the upcoming D-Train, which Division 16 is proudly hosting.

We had a co-host position along with Div 11 and Div 24 in the recent DSAR in Scottsboro, AL. After that we attended the Change of Command ceremony for Senior Chief Tony Economy and welcomed Senior Chief Brad VanDiver the new OIC for CGC Ouachita.

Division 16 has already certified 3 new boat crew members and is looking forward to certifying 3 more. I am very proud of 082-16 and look forward to my own Change of Watch and the years to come in my service to the United States Coast Guard Auxiliary.

Semper Paratus
Jim Myers, DCDR-16

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Lynn Miles
DSO - Public Affairs

Honey, We Blew Up the DSAR!!!

When I first was asked to write an article to cover the events of the 2010 DSAR, I was not sure where to begin. I could start with some of the comments like "You want to hold it where - in Alabama?" or "You know, it has never been held in Alabama." Or do I start with thanking and listing all of the Auxiliarists by name that contributed so much time in the preparation of this DSAR. I could do that, but there would be no room for the rest of the article. So forgive me now if your name is not mentioned in this article.

So I believe I will start with what started the onset of this adventure for our Division at the beginning when the awesome proposal was prepared by Richard Miles with inspiration and information from Duncan Wilkinson.

Duncan knew that he had a prime location for hosting the 2010 DSAR in his hometown of Scottsboro, AL. No, there was no Coast Guard base and some past DSARs were held on Coast Guard bases. But, I remind you, this was a prime location (really beautiful setting) just right for DSAR. Duncan and Richard also knew that this would be a big District event.

Division 24's proposal for hosting the 2010 DSAR was presented at the 2009 Fall D-Train. Once the location was chosen for our area, District 8W liked the proposal and decided to join our 2010 DSAR. With the approval of the joint Districts competing at our DSAR, our event had doubled in size. Instead of the proposed four teams, now we had eight which meant another competitor boat and disabled boat along with more

support staff and facilities. It was obvious that Division 24 was going to need help hosting. Walt Whitacre's vision of a multi-division effort was made a reality by his coordination. Divisions 11 and 16 jumped on board and provided two critical OPFACs and host support staff.

In October of 2009, a site visit was made by LCDR Bill Butler, 8ER, OTO Leavall, 8WR, COMO David Maul, 8ER, DCOS Rick Washburn, 8ER and Bill McGonigal, DDC-R 8ER to ensure that the location at Goosepond Colony in Scottsboro, Alabama could support the competition of eight teams. Key Auxiliarists from Division 24, 11 & 16 were also at this meeting.

At this site visit and meeting, additional requirements were added, 1) to execute the DSAR under ICS with Bill McGonigal as Incident Commander and 2) LCDR Bill Butler wanted to take this opportunity to make this a major PA event since it was being held at a public location. LCDR Butler worked very hard to get us two helicopters and a couple of Defender Class vessels along with a new Panda Mascot costume. Soon after that, the AUX Chef and a combined operations with the Gold Side were added as requirements. This now made DSAR four times bigger than the original proposal. Richard Miles responded by saying "Honey We Blew Up the DSAR!" Even with all of the changes, Division 24, 11 & 16 managed to get most of the initial plans drafted during the October meeting. From there we just kept adjusting and adding more and more to our baby...and then our baby got so big we were afraid it might stumble and squash us all! After months of planning, meetings and looking at the site a few more times, and several thousands of hours of work, our fears changed into excitement. Now let the fun begin.....

What a great opportunity to meet so many people who have the same interest in life! It was like meeting a long lost cousin for the 1st time. Lots of smiling faces!

Area familiarization was set for Thursday afternoon for the competitors, judges and vessel operators. This activity was delayed by one of Alabama's famous pop-up thunderstorms that dropped 1-2 inches of rain in 30

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minutes. Special thanks to the Communications Center for doing a superior job at standing up the emergency alert system that notified everyone of the approaching severe weather. Thursday set the tone for the weekend - fast paced and hot with occasional downpours!

Bill McGonigal started Thursday evening off with introductions of the DSAR staff and a briefing for the teams. Then the AUX Chef team had a quick dinner ready. Team numbers were drawn to set the event rotation order and provided an opportunity to introduce the competition teams. After dinner, the DSAR written exams started the competition and ended a very long day. The host team continued to get things ready for the next day.

Friday morning came fast and early. The boat crews had to be at the marina at 0600 to prepare their boats and to receive a safety briefing. DSAR planners facilitated the early start by contacting the Hampton Inn in advance and had them set up breakfast one hour earlier so that the competitors and the boat crews could have breakfast. This was appreciated by all!

The competition began at 0800 and included SAR Execution, SAR Planning, Pump Event, Marlin Spike, and Mystery Event. Communication and Line Heaving events were held on Saturday. The only event on the water was SAR execution. With heat indices rising above 100, this was the most risky event of the day. The biggest challenge for the DSAR host team was keeping the boat crews and competitors from having a real heat-induced SAR case. George Chesebro, DCDR-24, was instrumental in having the teams of Auxiliarists keeping the Gatorade, water and ice flowing. Even so, one distressed vessel had to make a crew change due to the effects of heat and humidity. ODUs also suffered and many had to be washed that night or not worn the next day.

The competitors were well matched and executed the SAR tasks with few errors. The uniformity in training was impressive, and the variety of styles was amusing. One of the competitor boats developed engine problems and this situation was handled well by the crew, the judge and the competitor team on board. The backup boat was activated and the SAR execution completed without delay.

The Mystery Event was voted to be the favorite to all, especially the competitors. Duncan Wilkinson, DSO-MT, came up with this event and Margaret Wood, FC of 8ER-24-07 was the ventriloquist providing the voice of the victim in the water that the competitors had to rescue. The victim was a 185lbs (wet) Oscar. Margaret's role playing was great! She gave no mercy in yelling and yelping in pain as the competitors tried to rescue her (the Oscar) out of the water and onto a swim platform on one of Flotilla 24-07's facilities. It was interesting to see the different ways the teams attempted to rescue Oscar. The Mystery event soon became the most challenging and rewarding event for DSAR. All of the competitors came away with more confidence and an appreciation for improvisation.

Due to last minute medical issues, our main Coastie (robotic boat) operators were not able to come (but are doing fine now) and then one of their replacements was in a car wreck the weekend before DSAR so they were unable to make it. Then there was the oil spill in the Gulf. You could say that improvisation became our main action plan for the PA event. Our helicopters did not make it (not for the lack of trying by LCDR Butler). And one of our Defender Class boats went to Riverbend, a very large marine event in Chattanooga, TN. The other Defender Class boat that did come to DSAR was on standby to be used to back up the SAR execution event and in the joint operation demonstration performed by the Gold Side and the Auxiliary. On a positive note, our PA Event was lucky to get two exhibits - Coast Guard recruiters from Birmingham and Mary Larsen presented the America's Waterway Watch exhibit. Now I did say that improvisation was our action plan, so we were able to use this time to hold an unplanned Coastie operator training class. I was able to get six new Coastie operators trained during DSAR. See...even the PA department got some training out of DSAR!

Saturday night, everyone settled into some great fellowship at our Awards Banquet. Everyone had a great time visiting with each other and talking about their experience with the competition events. LCDR Butler began the banquet by recognizing his staff and then proceeded to show off our District's newest Panda Costume. Richard Miles performed as Panda. The banquet ended with a great opportunity to

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say goodbye to 8ER OTO Dan Brown before he starts his retirement from the Coast Guard and to welcome aboard OTO Phil Pinto to our District.

Once again as a team, everyone worked together to get things put away and then gathered for a reception back at Hampton Inn.

Event photos were downloaded and shared with everyone at the reception. Special thanks go out to all of the photographers who have submitted their photography of DSAR. A DSAR slide show video has been created and persons who attended will be receiving a copy of the DSAR Slide show. Any other Auxiliarist who would like to obtain a copy of the slide show video can contact Lynn Miles, DSO-PA 082 by email at so_cc04@yahoo.com.

Lynn Miles
D8ER DSO-PA



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paying for about 24 people to be on orders for a DSAR. Eighth District Western Rivers Region heard about this and asked if we would sponsor a joint DSAR. During a budget meeting in January with my boss in New Orleans, Captain Hooper gave me an extra \$22,000 to run a joint DSAR but he wanted us to incorporate ICS and have mixed-crews training. DSAR was growing bigger by the day, so setting up an ICS structure was logical and the mixed crews were relatively easy to integrate into the competition. On our end, my office was busy ordering the supplies and equipment needed for DSAR. So now with 24 competitors, 8 judges, 16 event coordinators, about 10 boat crewmembers, and a handful of support staff our DSAR participation was topping 80 people on orders. That meant we had to incorporate food, lodging, medical, water stations, access control, and public affairs into the mix. During our Winter Board in

February, we decided to incorporate the Auxiliary Chef (Aux Chef) program into the DSAR. We needed support folks to handle food and beverage services for us, and this was another logical evolution. This also allowed Auxiliarists to work towards this qualification. Finally when DSAR was executed in June, we had about 110 Team Coast Guard members on orders and spent about \$50,000 (this does not include Western River Region's costs for DSAR). As you read the rest of this issue, I can honestly say that every cent was money well invested and well spent!

Lastly, I want to share some thoughts about DSAR, but before I do, I want to say at the DSAR Awards Banquet morale was the highest I have ever seen in my 30-year cadet-Army-Coast Guard career! Here are my thoughts: First, group dynamics are normal. When DSAR planning first started we had a lot of heated debates and passionate disagreements. I know some members wanted to cancel DSAR or even quit. Surprisingly, this is normal group dynamics. Secondly, delegate as much as you can. I saw a lot of folks who were high-up the ICS chain doing things that could easily be done by someone else, especially, since the labor pool was abundant! Thirdly, document your plans. Plans must be in writing! Too often, and I have been known to be like this, we keep things in our head. My old boss at Headquarters used to say "Bill, where's the plan?" The goal of documenting plans is for others to be able to pick-up the plan and continue to march if something happens to you. And, fourthly, gloat, gloat and gloat some more! Everyone did a fantastic job but it is paramount that all Auxiliary members see what goes on outside their flotilla.

Regarding future DSARs, I really hope we can have one every year. Though I do not know my budget situation from one year to the next, I hope now with our experience having run a DSAR we can do it more economically, especially since we have most of the equipment and event props already fabricated. I also hope you at the Division and Flotilla level can do something like a DSAR or SAREX every year too. The benefits to training, sharpening your boating skills and the camaraderie as a result of these exercises make them a worthwhile investment! BZ!

William Butler, LCDR
DIRAUX - D8ER

DSAR Photos



DSAR Photos



Photos courtesy of: Gerlinde Higginbotham, DCAPT-E, Member National Photo Corps and Lynn C. Miles, DSO-PA



Bill McGonigal
DSAR Incident Commander

DSAR 2010: ICS

Most Auxiliarists have taken several ICS courses, but not many have had an opportunity to actually use the concepts taught in the ICS classes. The U.S. Coast Guard has embraced ICS concepts and has applied those principles in several major incidents, such as the G-20 Economic Summit in Pittsburgh and more recently, the Deepwater Horizon oil spill in the Gulf of Mexico. For many members of the general public, their first exposure to ICS was major television networks referring to retired Admiral Thad Allen as the "National Incident Commander."

ICS is part of the National Incident Management System (NIMS). The Coast Guard has tailored ICS to fit the special needs of the Coast Guard. But even within the standardized Coast Guard ICS format, significant differences exist in the way ICS is implemented. Two major categories are: an "Incident" and an "Event."

An "Incident" is a crisis or disaster that happens without much warning, such as an oil spill, a tornado, a forest fire, a plane crash or a terrorist activity. The Deepwater Horizon oil spill is a good example of an Incident. The Coast Guard was designated as the lead agency and reacted in a response mode to coordinate the activities of multiple agencies and groups. ICS provides a common command and communication structure so all groups can efficiently work together under a single unified command. Each agency is responsible for knowing their assets and resources. Each

agency manages their resources and assets according to plans previously prepared in case of just such a disaster.

An "Event" isn't a disaster or a crisis. An event is usually known well in advance, such as a DSAR, a major training conference or meeting, or even a visit by dignitaries. A good example of a major event was the G-20 Economic Summit in Pittsburgh. Unlike an Incident, there should be adequate time to plan and prepare for an Event.

The major difference between an Incident and an Event is the Incident is conducted in a react or respond mode, while an Event is planned in advance. ICS classes taught to Auxiliarists are designed to provide the training needed in an Incident to integrate well under the umbrella of another agency, such as the Coast Guard. It is anticipated the Coast Guard will take the lead and provide all the required planning, coordination and forms needed to react to an incident. Most Coast Guard units already have plans and procedures "on the shelf" to respond to various types of incidents. Coast Guard Auxiliary training was not designed to have the Auxiliary function as the lead agency or to prepare the plans and information needed to conduct the response. The Auxiliary has not been trained to perform as the lead agency.

However, you have decided to host a D-Train, a SAREX, a DSAR, a Change of Watch, or even a picnic under ICS principles. You dig out your books and notes from the ICS classes you have taken, assign ICS titles to your staff, download ICS forms from the Coast Guard Homeport web page and start filling out the ICS forms. You quickly discover a lot of the "must have" things really don't apply to your situation. You also discover its taking a lot of time because the process seems awkward and cumbersome. This is supposed to be helpful, but instead it can create a lot of "make work" for you and your team. What's wrong? Is there something missing? Absolutely!

You are trying to function as the lead agency, without the training or plans you need to apply the principles of ICS as a lead agency. It's similar to building a house and trying to assign carpenters, plumbers and electricians to perform their jobs, without any blueprints or plans. ICS works well to execute the tactical response to an incident, but only if the

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strategic plans are already in place. You are missing a very critical piece - the plans.

The first step in hosting an event is to get together with your team and figure out what you need to do to support the event. Start building an outline from the top down. For example, if you are hosting a D-Train, you know you will need registration and fees, a budget, food service, lodging, a general session for the board meeting, training rooms, the banquet, and the A/V equipment to support those functions. You may also want some way to communicate among the staff and with the attendees. Drill down into each of those areas and start filling in the details. Start identifying who will be responsible for each of those areas, and for each of the tasks within each area. Identify the materials you need to support each of the areas.

Once you are comfortable your plans are complete and thorough, you are now ready to apply the ICS structure. Suddenly, ICS and its structure, forms and standardized labels make a lot of sense. Now that you have detailed plans, you will find the information you have created easily plugs in to the ICS forms. The forms will help you make sure you haven't overlooked critical items. Plus, having your plan in writing in a standardized format makes it easier to share information with everyone involved, especially if you are involving multiple flotillas or divisions. Once you have all the pieces and parts, you can consolidate them into an overall plan, called the "Incident Action Plan" or IAP. You can see the IAP for DSAR 2010 on the 8th Eastern District web site under "DSAR."

There are several benefits to using this approach, including: everyone knows the plan; you are using a standardized format; each individual has a clear definition of their assignment and area of responsibility; there is a single chain of leadership; the plans can easily be reviewed by others outside of your team; you have a document you can provide to newcomers if you have to replace someone; you minimize surprises during the event; you can pass the information to whoever is hosting the next similar event; and you have gained a practical "hands on" understanding of how ICS works.

The people who worked on DSAR 2010 now have a much better understanding of how ICS works. They are even

more "Semper Paratus" in their ability to help the Coast Guard for the next major incident. How about your team?

Bill McGonigal
DSAR Incident Commander



DSAR 2010: The Competition

DSAR 2008 was held in Columbus, Ohio, with five teams competing from the 8th Eastern Region. The winning team went on to represent the 8th Eastern Region at the National Search & Rescue Competition (NSAR) at Cape May, New Jersey. This year, DSAR 2010 was held in Scottsboro, Alabama, with eight teams competing: four teams from the 8th Eastern Region, and four teams from the 8th Western Rivers Region.

The overall winning team was from 8th Western Rivers. Team members were: Coxswain and Team Captain Dirk Homan, Marlin Luhrsen and James Konieczki.

The 8th Eastern first place team was from Division 8. Team members were: Coxswain and Team Captain Kenneth Culwell, Janis Culwell and Robert Schaaf.

The competition consisted of eight events. Most of the events were based on the Operational Excellence program. Each event was designed to measure how well each team performed during activities they were likely to encounter during a routine patrol.

The events were:

Seamanship Exam: An 80 question written exam with a one hour time limit.

Search Planning: A charting exercise which used the 1210TR training chart.

Search Execution: An on the water event which included a man overboard drill, a search pattern, and a towing evolution.

Communications: Teams were judged on their use of the radio during the Search Execution event. Each team member was also given a quiz on the phonetic alphabet and prowords.

Line Heaving: Each team member had ten minutes to throw a heaving line as many times as possible at a scoring rack.

Marlinspike: Team members were positioned at three stations. Each member had to pass a line to the next team member and attach another line to the one they received. The task was made more difficult since each station had a different type of line: nylon, natural fiber and polypropylene. Finally, a four foot long 4x4 (the "cargo") was attached to the end of all the joined lines and pulled to the beginning station.

P-6 Pump: The pump was used to flood a dingy to a high water mark. Then, as an added twist, the pump had to be reversed and dewater the skiff.

Mystery Event: A member of your crew fell overboard and broke his leg on the way into the water. Fortunately, a litter basket was available.

The scores varied considerably between teams and for the same team performing different events. In the end, the overall score for some of the teams varied by only a couple of points.

The competition team members were unanimously enthusiastic about the experience and the value they received towards their future training. One of the most often heard comments was the desire to do it again!

Bill McGonigal
DSAR Incident Commander

DSAR 2010: The People

DSAR 2010 was deemed to be an outstanding success! This was repeatedly voiced by the 150 people who attended the Saturday night awards banquet. Our visitors from the 8th Western Rivers Region remarked this was the best planned, best organized and best run DSAR they had ever seen, and with the most competition teams. They should know, since the 8th Western Rivers Region has been running DSARs every year for many years. Unfortunately, many of the competitors and the visitors didn't get to see the behind the scenes effort that went into making the event so successful. DSAR 2010 was undoubtedly the largest Auxiliary event in the nation during all of 2010. The magnitude of the event can best be appreciated by mentioning some of the people who were involved. (My apologies if I miss anyone.)

It all started when Richard Miles, SO-OP Division 24, wrote a proposal to host DSAR 2010 in Scottsboro, Alabama. Starting in October of 2009, Richard helped guide the early planning of the DSAR. In the spring of 2010, George Chesebro, DCDR of Division 24, took over as the Local On-Scene Coordinator. George and his team were responsible for providing the support and infrastructure needed to host the DSAR. Jim Myers, DCDR 16, and Randy Ventress, DCDR 11, joined with Division 24 to provide additional resources and assistance. John Ellis, DVC-OI, traveled to Scottsboro, Alabama, to coach the support team on ICS. Sandra Merlo helped with planning, and also designed and ordered the hats, as well as the awards plaques.

Terry Merlo got operations topics organized early on. Later, Duncan Wilkinson, DSO-MT, took on the role of Operations Section Chief. He was also instrumental in creating the very popular Mystery Event. Duncan and Richard were heavily involved in arranging accommodations at the local Hampton Inn, which became the DSAR host hotel. LCDR Beatty, Sector Ohio Valley, worked to provide a 25 foot Coast Guard boat to help support DSAR 2010. Lt. Reinhart, Commanding Officer of MSD Cincinnati, provided the boat and a fine crew, BM1 Michael Hiatt, MK1 Shane Boyssel, and BM3 James Booth. Don Hunnicutt planned for possible Coast Guard helicopters from Air Station New Orleans, and was helped by Larry McFall and Randy Hawkins. Even though the helos were diverted to the Deepwater Horizon oil spill, the plans were in place.

Tom Kunhart was the Logistics Section Chief. His team included Dr. Carl Rodenburg who served as the Service Branch Director and Medical Unit Leader. Rita Blair filled the roles of Support Branch Director and Food Unit Leader. Rita organized all the food service and assembled a team of AuxChef members to serve the excellent lunches and dinners. Bob Essig, NeVille Stewart, Linda Bozeman and Eddy Smith were on the AuxChef team. Jim Jackson was the Supply Unit Leader and made sure the competition materials were at the right place at the right time. Robert Tidmore was the Construction Leader who built the professional looking specialty fixtures needed for the competition. Ground Support Leader George Higginbotham and Ground Keeper Sam Leto organized the event layout, marked off parking areas, and kept the coolers at each event station full of water and ice.

Comms Unit Leader Joe Kleri provided an outstanding communications plan and ran the communications center. His team included Randy Hawkins, Debbi Kleri, Larry McFall, and William Stadlander. Richard Long served as the Weather Officer. He provided large screen, real time weather displays, up to the minute communications with NOAA weather personnel in Huntsville, Alabama and text / cell phone weather notifications to the DSAR staff. The Comms Unit functioned as DSAR Radio, monitored channel 16, supported the competition, served as PATCOM for DSAR vessels, and coordinated the activities with Sector Ohio Valley Command Center in Louisville, Kentucky.

Darrel Wood had never been a Safety Officer before, but he did an excellent job providing guidance and numerous safety briefings which resulted in a very safe DSAR. Jim Penny served as Liaison Officer, arranging and coordinating with local

law enforcement and EMS squads. Roseanne and Gordon DeRamus, along with Tom Rogers and Walt Whitacre, DCAPT-S, provided chaperone service for the dozen boy scouts who stayed the full two days to help wherever they could.

Carol Chesebro was the Finance and Administration Section Chief. She received the registration forms, handled the money, and responded to many inquiries and last minute changes with attendees. DeAnne Rodenburg, DSO-IS, provided computer support and skillfully kept a current list of all attendees, including competitors. Celeste Penny and Betty Jackson stayed busy in the Scoring Center tabulating the results of the competition.

Lynn Miles, DSO-PA, was the Public Information Officer (PIO). Under her direction, several displays were available for the general public to see. She arranged articles in the local media and corporate newsletters. Her staff included Tim Hooker who ran Coastie, Josh Kelly, Richard Washburn DCOS, Robert Croghan, COMO Warren McAdams, Lois Wilkinson, Jim Bozeman, and Linda Bozeman. David Cox and Gerlinde Higginbotham DCAPT-E and National Photography Staff, served as a couple of the many photographers. COMO Mary Larsen was on hand to support the America's Waterway Watch (AWW) display. John Beecham was one of the two Coast Guard recruiters who were at the PA displays to offer their support. Duncan Wilkinson was Coxswain for the VIP boat, with his crew of Lois Wilkinson and Billie McAdams, DDC-L. The displays were seen and appreciated by CAPT Larry Hewitt, Commanding Officer of Sector Ohio Valley, and The Honorable Mr. Melton Potter, Mayor of Scottsboro.

On the competition side, Gerlinde Higginbotham, DCAPT-E, was the judge for SAR Planning and Jim Williamson was the Event Coordinator. COMO Jack Gumb, ANACO-GP, and Rick Schal, DSO-OP, were the SAR Execution judges with COMO Dolores Kearton as the Event Coordinator. (Rick also created the Seamanship written exam.) Communications was judged by Chief Christopher Davis, SOHV, who was returning from six weeks as the Communications Unit Leader in Mobile, Alabama, where he supported the Deepwater Horizon oil spill efforts. Robert Wiggins was the Comms Event Coordinator.

Marlinspike was judged by Robert Smekta, DCOS 08W, and CWO3 Phil Pinto, our new OTO. James Armour was the Event Coordinator. Line Heaving was judged by CDR Todd Campbell, DIRAUX 08W, and COMO Gordon Scholz, with Doris Armour as the Event Coordinator. Robert Tidmore was the judge for the Seamanship exam. CWO Douglas Leavell, OTO 08W, judged the Pump Event with Toby Balda as the Event Coordinator. Walt Whitacre, DCAPT-S, was the judge for the Mystery Event, with Margaret Wood and Jack Caudle helping as Event Coordinators. CWO4 Dan Brown provided overall insights and guidance before his retirement ceremony on Saturday night. The Saturday night Awards Banquet was also attended by Colonel Robert Pastorelli, Commanding Officer of Redstone Arsenal, and Mr. Tyler Shanks, the Scottsboro AIM candidate who will be entering the Coast Guard Academy this fall.

Competitor vessels were crewed by Richard Miles, Randy Ventress, Chris Whitacre, and Gordon DeRamus. Darrel Wood and Randy Ventress stepped in when needed as a backup facility. Disabled vessels were crewed by COMO David Maul, Allen Wald, James Myers and Robert Robbins.

We need to give special thanks to LCDR Butler, DIRAUX, for his tireless and enthusiastic support of the DSAR. Without his support (and funding) the event would not have happened. SK2 Scott Smith spent many hours processing paperwork and creating orders. CWO4 Dan Brown ordered much of the essential materials. Commodore David Maul, Richard Washburn (DCOS), the EXCOM and the whole District Board provided strong support throughout the lengthy planning process.

DSAR 2010: The People continued from page 16

Finally, there was the grumpy guy who served as Incident Commander and pushed everyone to spend more time planning, put more detail in their plans, list all the resources they needed, and identify who specifically was responsible for what.

Oh, yes, there were also 24 competitors who came from Kentucky, Ohio, Tennessee, Illinois, Kansas, Missouri and Oklahoma. While it seems like a lot of time, effort and expense for just 24 people, I can assure you that everyone who was involved received a huge benefit from just being there. Was it worth it? You bet!

Bill McGonigal
DSAR 2010 Incident Commander



Welcome to our new OTO

I am Chief Warrant Officer Philip Pinto, your new OTO. You will be hearing a lot from me over the next four years but I want to give you a brief introduction and career history so you can get an idea of who I am.

In June of 1992, I enlisted in the U. S. Coast Guard and my chosen career path was the Boatswains Mate rating. I worked my way through the enlisted ranks and advanced to Chief Petty Officer before on 1 June 2006, receiving my commission as a Chief Warrant Officer.

Twelve of my 18 years have been on cutters; USCGC FIREBUSH (WLB 393) Kodiak, Alaska, USCGC CLAMP (WLI 75306) Galveston, Texas, USCGC SEDGE (WLB 402) Homer, Alaska, USCGC STORIS (WHEC 38) Kodiak, Alaska, and as Executive Officer aboard USCGC BLUEBELL (WLI 313) in Portland, Oregon. I served two tours ashore: Executive Petty Officer of Aids to Navigation Team Astoria, Oregon and most recently the Operations Training Officer for District Five Northern Region Auxiliary office in Philadelphia, Pennsylvania.

I grew up along the banks of the Columbia River and in the shadow of Mount Hood in Oregon State. It is there where I formed an addiction for nature and hunting. When not in uniform, I spend most of my time hunting anything with fur



or feathers which is one reason why 8th District Eastern Region was my first choice for assignment this transfer season. PS: I am looking for some outdoors hot spots or private properties to hunt and am willing to travel.

Unfortunately, in my career I did not have a lot of interaction with the Auxiliary until my first OTO assignment, but in four short years I grew a deep appreciation for everything you do, especially on the inland lakes and rivers. I prefer spending time training and riding along with boat crews and enjoy traveling so you should expect to see me in your local areas. Well that is me; I look forward to meeting and working with you all.

Respectfully,

Phil Pinto

Commandant of the U.S. Coast Guard Admiral Allen's Farewell

Guardians,

Later today, I will be relieved as Commandant of the U.S. Coast Guard by Admiral Robert Papp. It has been an honor to serve as your Commandant for the past four years and I am confident in Admiral Papp's ability to lead the Service during a period of tremendous changes, challenges, and opportunities. The value of the U.S. Coast Guard has never been greater than it is today and it is the men and women of our great Service who truly make it all possible.

After the Change of Command ceremony, I will continue to serve as the National Incident Commander for the Gulf of Mexico oil spill for some period of time but I wanted to take this final opportunity to thank you for your tremendous commitment, dedication, and courage over the past four years.

When I became the Commandant in 2006, I issued a number of orders that I thought were necessary to meet the challenges we faced then and set the conditions for future success. With your help we have accomplished a great deal. We transformed our acquisition process, enhanced our marine safety capability and capacity, created a new and more effective support structure for our Reserve Forces, stood up the Force Readiness Command and Deployable Operations Group, created the Maritime Enforcement Rating, and transformed our maintenance and logistics processes. At the same time we met operational challenges in piracy off the Horn of Africa, the tsunami in America Samoa, the earthquake in Haiti, and more recently the oil spill in the Gulf of Mexico. We accomplished all of that without losing focus on our broader mission set. We continued to interdict drugs and made major strides to eliminate the use of self propelled semi-submersibles. We deployed wireless biometric capability to significantly reduce illegal alien migration. At the same time we saved countless lives.

ADM Allen's farewell continued on page 19

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	CAPLIAISON	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.

In the last six years, we have also strengthened our relationships within the Department of Homeland Security. Through the completion of the first Quadrennial Homeland Security Review, we helped mature the Department and build the Nation's homeland security enterprise.

In the process we enhanced our ties to the Department of Defense. We held unprecedented staff talks with the Navy, Air Force, Marines, Army Corps of Engineers and the National Guard Bureau. The Chief of Naval Operations, the Commandant of the Marine Corps and I cosigned "A Cooperative Strategy for 21st Century Seapower" and Naval Operating Concepts. We forged stronger bonds with our interagency partners in the Federal Bureau of Investigation, National Oceanic and Atmospheric Administration, Environmental Protection Agency, Maritime Administration, Drug Enforcement Administration, National Transportation Safety Board, and the Department of the Interior. Finally, we strengthened our international ties with our hemispheric partners and through the North Pacific Coast Guard Forum and North Atlantic Coast Guard Forum. Together, we raised the visibility of Coast Guard missions to our external stakeholders and our international partners.

The common thread connecting each of these of initiatives and actions, and my overarching goal as Commandant, was for the Coast Guard to become more change-centric . . . to sense changes in our operational environment and have the courage to make course corrections before problems overwhelm us or we have terms dictated to us externally. To do that we must become more diverse, adapt to new technologies, and embrace social media as well. I believe we have become more change-centric and a learning organization that capitalizes on lessons learned. Nowhere has this been more evident than in our responses to the devastating earthquake in Haiti and in our leading role to the ongoing oil spill in the Gulf of Mexico. The world has seen the value of the U.S. Coast Guard in action. We protect, defend, and save America's maritime interests wherever they are at stake - that is the legacy you have left for our future Guardians to embrace.

In spite of our operational successes, challenges remain. Our operations are not risk free and we have known the pain at the loss of shipmates from USCGC HEALY, MSST Anchorage, CG 6505, and CG 1705. Our promise to them is to prevent future accidents and insure we create the safest possible environment for our personnel. The Coast Guard will meet future challenges because of our multi-mission nature, bias for action, and the incredible talent and dedication of our people. As we look to the future, I encourage each of you to be insatiably curious, to be life-long learners, to look after your shipmates, and, finally, to seize every chance to apply your leadership skills, talent, and competencies when the opportunity presents itself.

I am incredibly proud of all our active duty members, reservists, civilians and auxiliaries. No matter how fiercely the winds of change swirl around us, our people stabilize the Service. You are America's Maritime Guardians and your country needs you now more than ever. It has been my extraordinary honor to have been your Commandant and I am excited to see where you will take the organization in the future. Fair winds.

Sincerely,

Admiral Thad W. Allen



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

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



**FALL CONFERENCE
SEPTEMBER 9 - 11, 2010
CHATTANOOGA, TN**

