

Chesapeake Chatter

Division 23 5SR



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Division 23

Volume 7 Issue 3

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Judged 5SR Runner-Up Division Publication for 2011



Stepping up

As we complete the operational year, we need to reflect on what was good and what could use some improvement. One area is the leadership roles in which all of us have a part in. Every one of us is certainly welcome to serve as staff and leaders in our Flotillas, Division, and District. The need is great, the training is free, there are lots of members willing to help, so please step up and volunteer to get involved, spend some time working as staff, running for leadership positions, and helping the Auxiliary run smoothly.

The fall and winter months are excellent to attend classes. So please find classes, help teach some, or help organize one (or more). There is a need for classes for members as well as for the public. Also, don't forget about the active duty; if you ever wanted to really help, consider watchstanding. The need is great for this support, and getting involved now with classes for the Cove Point watch will ensure success when it re-opens.

Ron Price

DCDR



A challenge for you

Let me begin by first saying "thank you" to all of you for the things you have done (and will do) this year in support of the USCGAUX and the USCG. Your contributions have not gone (and will not go) unnoticed, and are very much appreciated by me and Ron. But having said that, I now have a challenge for each of you that I am hoping you will take to heart and take on for the remainder of the year.

However, before getting to the "challenge," I will set the stage for you so that you can see from where I'm coming with all this. On Sunday, 23 August, I participated in the USCG Life-Jacket Observation data collection along with AUX Bill Thorne from Division 24. For 3.5 hours Bill and I sat and stood at the Naval Academy near City Dock in Annapolis,

and counted boats and the number of people onboard who were wearing life-jackets. During that time we made observations and recorded what we observed for over 250 boats (including a few paddlesport boats such as kayaks and paddleboards). Care was taken to not "double-count" any boat, and commercial vessels and governmental boats were excluded from the data collection.

For those of us who care about promoting recreational boating safety (i.e., all of us in the Auxiliary), the results of the data collection were both not surprising and quite frustrating. Excluding the paddlesport boats (on which the operators were wearing life-jackets), the level of life-jacket use was almost nonexistent. On three boats every person on board was wearing a life-jacket, and on another 20 or so, at least one person on board had a life-jacket on. On all the rest of the boats (excluding the paddle craft) there wasn't a single person onboard who was wearing a life-jacket.

Now we all have heard all kinds of excuses from people as to why they don't wear a life-jacket. The excuses range all over the place from "it's too hot" to "it's too restricting" to "I don't wear it because the law doesn't require me to wear it." However, the "excuses" don't change two immutable facts about life-jacket use: a) wearing a life-jacket significantly improves the wearer's chances of surviving an "in the water" incident; and b) not wearing a life-jacket significantly lessens the non-wearer's chances of surviving an "in the water" incident.

On 12 September I represented the USCG and USCGAUX at the Anne Arundel County Emergency Preparedness Expo at Marley Station Mall. Because it was "off and on" raining that day I decided to not put out the usual assortment of publications and display items. Instead, I put out life-jackets, and focused on how to select a life-jacket and how to use them. Although it was a rainy day, I had over 300 people stop and listen to my message. Surprisingly, most of the comments I

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Cover Photos

Top Left: Johnson demonstrates his marlinspike talent at CCNPP Safety Day. Photo by Connie Cosgrove

Top Right: Coast Guard Cutter James in Port. Photo by Bill Smith

Middle Left: Canoe races at St Mikes July 25. Aux 19672, Delta 4, with RJ Welday and W Norwitz. Photo by Wendy Norwitz

Bottom left: Nancy Gardner, Mike Vandeven, Ron Price and Brad Napoli on a PWC patrol. Photo by Wendy Norwitz

Bottom right: Aux 19672 training with Station Annapolis. RJ Welday coxswain and Juan Aguilar and Jose Pena crew off Thomas Point Light. Photo by Wendy Norwitz



1 December 2015

Articles and pictures are encouraged and appreciated. Please email to:
cjcosgrove@earthlink.net

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Challenge—continued from page 2

got from people regarding why they didn't wear their life-jacket while boating was that nobody ever really showed them how to wear a life-jacket properly, and they didn't really realize just how quickly a fun day on the water can go downhill. Now maybe the message of being prepared by actually wearing a life-jacket resonated with the crowd simply because the people in attendance were predisposed to the message (after all, it was an "emergency preparedness" event). But maybe it was also, at least in part, because nobody really had taken the time to show them how to actually put one on.

So here's the "challenge": whenever the opportunity presents itself, take a few moments out from whatever you happen to be doing to demonstrate to people how easy it is to put on a life-jacket and properly use it. This simple little act may not make much of a difference in the grander scheme of things – but it might make a difference in the life of the person to whom you reach out, and that reason alone makes the effort worthwhile.

Again, thank you for your efforts to promote recreational boating safety and to support the USCG.

John Leben
DVCDR



New Members

Since the last issue of the Chatter the follow have joined our division. Please make them feel welcome and give them any assistance you can.

Michael Bronson, 23-1
Thomas Debusk, 23-2
Merek Schaefer, 23-6
John Medlin, 23-7

Awards

The following awards have been earned since the last Chatter.

Instructor

John Fountain, Lynn Fountain and Steve Gershman



Fingerprint Technician

Bob and Muriel Garman, 23-1
Ray Walsh, 23-7

Unit Membership Growth Award

23-7 for 5 new members

Membership Award

5 year

Mark Van_Deusen, 23-2
David Yost, 23-7

10 years

Carol Thornton, 23-2
Kevin Hook and Willie Witters, 23-6
Richard Chittick, 23-4

15 year

Timothy Pannone, 23-2
Paul Miller, 23-7

20 year

Michael Taylor, 23-3
William Noyes, 23-6



Service in excess of 20 Commercial Fishing Vessels/Uninspected Passenger Vessels

Ron Price & Wendy Norwitz, 23-1

Boat crew qualification

Doug Roberts, 23-1



Retirement

Paul Lyons, 23-2

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Change of Watch Scheduled for 9 Jan 2016

Division 23 has scheduled its annual Change of Watch (COW) for 9 January at the Renditions Country Club.

The COW will be a luncheon this year beginning at 1400 with a cash bar. Lunch seating will be at 1445. The meal will be a buffet with slow roasted prime rib of beef, chicken parmesan with your choice of vegetables, tortellini Alfredo, herb roasted potatoes, rolls and butter. Dessert will be a sheet cake.

The cost for the meal will be \$40 which includes a 20% gratuity.

Dead line for reservations is 28 December. Please see the back inside cover for the flyer.

Connie Cosgrove

SO-PB

Change to District By-Laws regarding Public Education course reporting

At the District 5SR Board Meeting last weekend new guidance was passed regarding the use of Instructors, Non-Lead Aides, and other helpers conducting PE Courses.

The amended Bylaw reads as follows:

“During a Public Education class there shall be 1 lead instructor and no more than 2 non-lead instructors. All instructors, non-lead instructors or trainees must be actively involved in the instruction of the class session(s) to be eligible for the time reported on the ANSC 7030. When a lead instructor changes during a class then a new 7030 will be initiated to reflect that change.

Waivers for additional non-lead instructors must be approved prior to the start of the class by the appropriate DCDR through the Chain of Leadership & Management.

Any member present that is not actively engaged in the instruction, such as members that are signing in students, serving refreshments, grading tests, etc. should record their time as 99-B on the ANSC 7029. FSO/SO-PA taking pictures or writing articles for press releases report time as 10-A (collateral development if for webmaster) or 10F (print media if for newspaper press release) on ANSC 7030.”

There is no change in that Instructors and Non-Lead Aides must be actively involved in the Instruction of students. There is no change in that a Trainee must be teaching under supervision to report Trainee time.

The D5SR addition is that a waiver is required to have more than 2 Non-Lead Aides involved in any PE class. The waiver must be requested and approved by the appropriate DCDR prior to the class commencement. Lead Instructors need to notate the waiver in the remarks of the ANSC-7030.

As has been in the past additional Non-Lead Aides will mostly be used for classroom sessions involving marlinspike, chart plotting, etc.

Please help your PE Officers and Instructors understand and follow this new D5SR Bylaw.

Jim Thomas

DSO-IS 5TH District Southern Region



Bill Noyes, 23-6 conducting a Vessel Safety Check

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U.S. Coast Guard Auxiliaries' Bravery Amidst Danger Leads to Daring Rescue near Bay Bridge

On 20 September, a brisk early morning and the last Sunday of summer, Auxiliaries John J. Fewer (Coxswain), along with Boat Crew members Anthony C. Wisniewski and Paul Deafenbaugh, embarked upon a seemingly routine Marine Observation Mission on the Severn River, alongside Annapolis, Maryland. For the Auxiliaries of AUXFAC 23569, this was their last patrol of the season after training together extensively during the spring and summer months.

However, just minutes into the patrol, and just barely beyond the sheltered waters of Whitehall Marina, AUXFAC 23569 received an urgent communication from Auxiliary Jim Welday, who serves as a Watchstander at USCG Station Annapolis. "AUXFAC 23569, immediately proceed to the main span of the Chesapeake Bay Bridge to investigate the reported sighting of a vessel taking on water," broke the morning silence. It set into motion a daring rescue of a recreational fisherman in peril in the shipping lanes, just north of the main span of the Chesapeake Bay Bridge.

Within minutes, AUXFAC 23569 raced to the scene to find a grim scene. Amidst winds observed coming from the NNW at approximately 15-18 knots, and sea conditions at 2-3 feet, the crew encountered a 17-foot skiff with its outboard motor and stern completely submerged and sinking. Its lone occupant, a recreational fisherman, was using a bucket to dewater the vessel. To make matters worse, the distressed vessel was dangerously close to the center abutment of the Chesapeake Bay Bridge, which further exacerbated the current weather and water conditions. Taken together, these factors created potentially catastrophic conditions to conduct a rescue. "Coming upon the scene, we see a man standing in a sinking boat with its bow pointed upward, bailing water fast, and not wearing a properly inflated life jacket. The three

of us on patrol looked each other in the eye and we agreed to go in to save this guy," said Boat Crew member Anthony C. Wisniewski. At that time, and with few precious seconds to waste, the Coxswain issued preliminary rescue orders that would demand flawless execution amidst considerable risk, and everyone's courage.

Throughout the rescue, AUXFAC 23569 kept in continuous contact with Station Annapolis to keep them fully aware of intended actions. An initial attempt was made to come along the starboard side of the sinking vessel and physically pull the fisherman to safety. At that very moment, the distressed vessel struck the AUXFAC on its port side and forced a crew member, who had his back to the AUXFAC wheelhouse, to push the vessel away. The Coxswain thereby determined that the wind and sea conditions made it unsafe for the AUXFAC and crew to attempt to remove the fisherman, as both vessels were moving unpredictably (and at some times violently) in the existing sea conditions.

The AUXFAC threw a second life jacket to the fisherman and instructed him to manually inflate the life jacket he was already wearing. The fisherman was asked if there was anyone else on board besides himself. The operator stated he was the only person onboard.

Both vessels were being rapidly set down by the wind and sea conditions close to the concrete abutment at the base of the main span. It became urgently necessary to prevent the distressed vessel and AUXFAC from striking the bridge abutment. While trying to determine whether the distressed vessel could stay afloat long enough to be towed to Sandy Point State Park, the Coxswain instructed the crew to pass a towline to the vessel so the crew could attempt to tow it away from the Bridge.

A towline was passed to the distressed vessel and tension was slowly taken on the line to determine how the tow would respond. Boat crew members

Continued on page 7—see tow

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were instructed to standby with a knife in the event the towed vessel became unstable. The fisherman was instructed to sit forward in the boat - out of line of the towline - in order to shift weight forward and assist in bringing up the stern. The tow commenced, and water spilled from the stern as the vessel was slowly pulled at a speed of approximately 3 knots; however the stern remained submerged throughout the entire tow into Sandy Point State Park.

Station Annapolis was requested to provide dewatering assistance from the Fireboat stationed at Sandy Point State Park upon arrival into the basin. The distressed vessel was successfully towed to a boat launching pier at Sandy Point State Park, where park rangers and fire department members were standing by to place electric dewatering pumps inside the vessel and to assist with putting lines from vessel to pier.

The vessel was sufficiently dewatered and the fisherman was permitted to use his boat trailer to remove the vessel from water.



U. S. C.G. Addendum to the US National Search and Rescue Supplement (NSS) To The International Aeronautical and Maritime Search and Rescue Manual (IAMSAR) COMDTINST M16130.2F

Rescue: An operation with the primary purpose of retrieving persons in distress and delivering them to a place of safety. This may include providing for certain medical care or other critical needs. Rescue operations may also be performed for the purpose of preventing or mitigating property loss or damage. However, missions shall not normally be performed for the purpose of salvage or recovery of property when those actions are not essential to the saving of life. Beneficial secondary consequences of a rescue operation may be to prevent environmental damage or remove hazards to navigation, but these are not considered part of the rescue operation's objective.

4.3.1 General

When commercial salvers are on scene performing salvage, Coast Guard units may assist them within the unit's capabilities, if the salver requests. When no commercial salvage facilities are on scene, Coast Guard units should only engage in salvage other than towing when limited salvage operations (e.g., ungrounding, pumping, damage control measures, etc.) can prevent a worsening situation or complete loss of the vessel. **Any salvage operations shall be performed at the discretion of the unit CO/OINC.**

NOTE: Coast Guard units and personnel shall not be unduly hazarded in performing salvage

4.3.2 Small Craft

4.3.2.1 This policy applies to small craft that need salvage other than towing. However, when no commercial salvage companies are available within a reasonable time or distance, the District commander may modify the policy to provide for

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refloating a grounded boat which is not in peril of further damage or loss if:

- (a) The Coast Guard units are capable of rendering the assistance,
- (b) The owner requests the assistance and agrees to the specific effort to be made, and
- (c) Coast Guard units and personnel are not unduly hazarded by the operation.

4.3.2.2 Prudent actions include:

- (a) Allowing the next tide to refloat the vessel,
- (b) Helping the mariner set anchors,
- (c) Evacuating the passengers,
- (d) Helping the mariner determine the vessel's seaworthiness.

4.3.3 Operator Insistence

Occasionally an operator will insist that the Coast Guard take action, such as pulling a vessel from a reef, which Coast Guard personnel on scene consider unwise. The Coast Guard is under no obligation to agree to any such request or demand. If a decision to comply with such a request is made, it should be made clear that the operator is assuming the risk of the operation. The fact that the action is undertaken at operator's request, and is against Coast Guard advice, should be logged.

Editor's Note: the above was received from Phil Wentz.

District Elections Held

District elections were held on 26 September. The District Commodore (Rob Sersen) and the District Chief of Staff Dave Adams) were elected for a two year term in 2014. District Captains (DCAPT) are elected every year. Warren Hall, current Sector Baltimore DCAPT did not run for a second term. Bruce Johnson from Division 22 was elected. Sector Hampton Roads – Michelle Thornton current DCAPT was re-elected as was Sector North Carolina DCAPT Barbara Pohlman.

Connie Cosgrove

SO-PB



Paul Deafenbaugh
honored
by Bowie Baysox

"The Bowie Baysox hosted their second Annual Military Hero Appreciation event at Prince George's Stadium in Bowie on 31 July 2015. The Baysox honored current and former members of the U.S. military for their extraordinary service to America. Auxiliarist Paul Deafenbaugh - Flotilla 23 03 was included as one of the honorees for his service with the Coast Guard Honor Guard at Arlington National Cemetery.

The event was attended by Honor Guard representatives from the Gold side and Auxiliarists from Division 23 flotillas. Everyone enjoyed a great night at the ballpark - the Baysox won on a two-out home run in the 9th inning to beat Trenton 4 - 2.

John Fewer

Immediate Past Flotilla Commander, 23-3

Years of Service: 1999-Present

Auxiliarist Paul Deafenbaugh joined the Coast Guard Auxiliary in September, 1999 as a radio watchstander at Station Annapolis and a member of the U.S. Coast Guard Headquarters Band. He is most know for serving as a member of the Ceremonial Honor Guard, performing TAPS around our region at military funerals, wreath-laying ceremonies and remembrance events. He has performed TAPS at nearly 1,000 military funerals in his Coast Guard Auxiliary career.



Andrews
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S-Train to be held in November

S-TRAIN will take place on the campus of Coast Guard Training Center Yorktown beginning Friday evening November 6, 2015.

The following classes will be offered: **Auxiliary Leadership Academy** - Instructor Steve McElroy , Friday - Nov 6, 1815-2115; Saturday Nov 7 - 0800-1600, and Sun Nov 8, 0830-1500. This presentation is the National Course that will cover all administration responsibilities of the Flotilla & Division Commander as well as leadership suggestions that will prepare you for your new role as your units' leader. Two day course completion will give you the qualification towards obtaining the AUXOP pin. Course components include: Administrative responsibilities of the FC,VFC,DCDR,VCDR, Leadership in today's Auxiliary, Leadership Courage, Motivation, What every leader needs to know about IS – Information Systems.

SEARCH COORDINATION & EXECUTION (SC&E) – Instructors from National Search & Rescue School – Wally Dawson & Jim Campbell.

2 WEEKENDS –

Sat Nov 7 from 0800-1600, Sun Nov 8 from 0800-1600

Sat Nov 14 from 0800-1600, Sun Nov 14 from 0800-1300

Auxiliary Search Coordination and Execution (AUXSC&E) is the Auxiliary version of the Coast Guard's

Search Coordination & Execution (SC&E) course. The SAR School teaches SC&E to hundreds of Coast

Guard coxswains and air commanders each year. The AUXSC&E course is nearly identical to the Gold Side SC&E course. Both SC&E and AUXSC&E have been developed by the National SAR School to cover actual search and rescue coordination and execution. The objective is to instruct on the fundamentals of search coordination, planning, and operations. The course is directed towards students that will conduct SAR operations at the On-scene coordination (OSC) and search and

rescue unit (SRU) levels. Successful completion of this course gives the Auxiliarist 2 elective credits toward the AUXOP device.

1 – HOUR TCT – Team Coordination Training - Instructor Joe Safranek

Session 1 will be held on Saturday from 1430-1530. Session 2 will be held on Sunday from 1330-1430. This course is required by all OPs people every year to keep their OPs qualifications. The 2015 Operations TCT Refresher continues the practice of focusing on group, or “crew” problem solving activities rather than a Lecture presentation format. The 7 components of TCT will be the guiding principle to emphasize as you lead this problem solving session.

4 – HOUR TCT – Team Coordination Training – Instructor Gary Derby

Session 1 –will be held Friday evening from 1815 until 2215. Session 2 will be held Sunday from 0830-1230. This course is required for all coxswain, crew and food services every 5 years. TCT is focused on the principle that improved decision – making through better leadership, preparation and attention to detail will result in fewer casualties and less property damage throughout the U.S. Coast Guard Auxiliary. TCT provides the means and framework for employing Operational Risk Management principles that will accomplish that goal. The “team” approach to TCT is focused on reducing injuries and property damage while accomplishing the mission, incorporating pre mission crew briefings, post mission crew debriefings and understanding and applying the seven elements of team coordination training.

NEW MEMBERS – CHARTING YOUR COURSE IN THE AUXILIARY - Instructor Jim Clark- Sat Nov 7 -

0910 - 1025. For all NEW MEMBERS - This class is to help new members understand the various mission areas and how to get started in your area of interest. We also discuss all those crazy acronyms, needed paperwork, forms, Uniforms, and how we relate to Divisions, District and

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S-Train (continued from page 9)

National organizations. We'll go over the Chain of Leadership and discuss the importance of the Pledge taken when you joined.

COACHING & MENTORING IN THE USCG AUXILIARY – Instructor Jim Clark – Sat Nov 7 - 1230 - 1400

This class will be for Members interested in Coaching New Members. We will use the "RAMP-UP" method covering "Read your Members - Why did they join?". Acronyms, Mission areas, Paperwork, Uniforms and Participation will be our topics. To keep our new members it's important that Flotillas be able to coach them through these important areas.

INFORMATION SYSTEMS (IS) UPDATE – Instructor Jim Thomas (DSO-IS) - Sat Nov 7- 0800-1600
CALLING ALL FSO, SO & ADSO IS Officers. Come and get the latest update from your DSO-IS. Do you have questions? Now is the time to ask. Policy questions? Now is the time to ask. This update session is the time for ALL IS to be together, share best practices, support one another and standardize the District 5 South IS policies and procedures.

All 8 Mandated Training classes

UNIFORM must be worn properly on this military installation. The uniform of S-Train will be Tropical Blue or winter dress blue. If you do not have a uniform, come in casual business attire – no jeans or athletic shoes. If you are unsure of the proper uniform please refer to the Auxiliary Manual Chapter 10 (<http://www.uscg.mil/auxiliary/publications/auxman.pdf>).

YORKTOWN LUCKY BAG will be open on Sunday from 0925-1025 & 1115-1215. Jim Clark (IPDCAPT-HR) will be your host during these times. The Lucky Bag is located on the 1st floor in Lafayette Hall

SECURITY - Members not in uniform and/or without a current Auxiliary ID card can expect to

make a visit to the **SECURITY OFFICE** just inside the gate. Make sure you have your vehicle registration, driver's license, ID card and vehicle insurance. If you do not yet have your ID card, please travel with someone that does. Also make sure the ID card is CURRENT. Base stickers for cars are no longer required but current ID cards are. If you have a sticker on your car please remove it prior to coming to S-Train.

Michelle Thornton
USCG Auxiliary DCAPT-HR

Mandated classes being taught at S-Train

Security Fundamentals (810030) - Instructor Joe Safranek - Saturday, 7 November beginning at 0830

When you recognize the potential threat you have the power to stop it before it can cause harm to the Coast Guard and its missions which of the following do you think is true of our enemies? Most acts are the result of years of coordinated research and surveillance that provide sensitive information to the enemy. Bits of information, both classified and unclassified, can be put together to provide a detailed picture of the adversary of our vulnerabilities and operations. It is your responsibility to be aware of your surroundings and report any activity that could jeopardize the Coast Guard's mission, even if it involves someone you know or work with.

Building resilience & preventing suicide (502379) – Instructor Joe Safranek – Saturday Nov 7

At the U.S. Coast Guard, we have the important mission of protecting our nation. To accomplish this mission, we work hard – around the clock, around the world. It's important in this environment to stay healthy, to cope with the challenges we encounter, and to have support and resources available when we need them. The goal is to be *resistant* – to have as many good days as possible and *resilient* – to weather the bad days and move on.

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Classes—continued from page 10

Influenza training (502290) - Instructor Joe Safranek – Saturday Nov 7

This course will teach you about the types, symptoms and characteristics of influenza and how to minimize your chances of contracting the flu.

Ethics 1 / personal gifts (502306) – Instructor Joe Safranek – Saturday, 7 Nov

In this workshop we will explore personal gifts from non-sources. When you have completed it, you will be able to perform those actions listed in the objectives, to include applying those rules to everyday situations encountered in federal service.

Sexual assault prevention (810045) - Instructor Joe Safranek – Sunday, 8 Nov beginning 0830

The Commandant of the United States Coast Guard has created an equal opportunity policy statement. It should be read in its entirety, but note that there are two paragraphs that we have highlighted. First, “everyone should expect and demand the opportunity to work, develop and achieve his or her full potential whether serving as a member on active duty, drilling reserve, civilian employee, or auxiliary volunteer.” Second, “I expect every member of our workforce at all levels to respect their shipmates, treat them fairly and equally, and hold those that do not demonstrate these values accountable.”

Sexual harassment prevention (810000) - Instructor Joe Safranek – Sunday, 8 Nov

This learning opportunity will help you to recognize, prevent, and respond to sexual assault appropriately.

Privacy at DHS/protecting PII (810015) - Instructor Joe Safranek – Sunday, 8 Nov

In our mission to secure the homeland, we need to collect personal information from citizens, legal residents and visitors, and we are obligated by law and DHS policy to protect this information to prevent identity theft or other adverse consequences of a privacy incident or misuse of data. This brief course is designed to raise your awareness of the importance of maintaining privacy in the workplace, and will convey methods of safeguarding personal information.

Civil rights awareness (502319) - Instructor Joe Safranek – Sunday, Nov 8

The Commandant of the United States Coast Guard has created an equal opportunity policy statement. It should be read in its entirety, but note that there are two paragraphs that we have highlighted. First, “everyone should expect and demand the opportunity to work, develop and achieve his or her full potential whether serving as a member on active duty, drilling reserve, civilian employee, or auxiliary volunteer.” Second, “I expect every member of our workforce at all levels to respect their shipmates, treat them fairly and equally, and hold those that do not demonstrate these values accountable.”

Auxiliary mandated training Monthly Reports Now On Line

All members are required to complete ten training topics by the end of 2016, or within one year of enrollment, depending on base enrollment date. These are the “*mandated training*” sessions discussed in ALAUX 010/15 from the Chief Director this past June (http://wow.uscgaux.info/Uploads_wowII/095-45/CHDIRAUX__03_June_2015.pdf). Further details are available at: http://tdept.cgaux.org/mt/Revised_Website_Mandated_Training_reh_10April2015.pdf.

Tracking of completion of these courses has been difficult for some members, and the Performance Measurement Directorate is pleased to announce a new method for monitoring the progress of Auxiliary Mandated Training in each district.

A monthly report, in Excel format, is now available at the website of the Performance Management Directorate, <http://wow.uscgaux.info/content.php?unit=m-dept>. These reports can be reached with the "Mandated Training" menu pick. Upon entry of login credentials, they are accessible by all members.

In each district’s workbook there are two sheets: one lists personnel in the district alphabetically;

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the other lists members by flotilla. Note that these reports will not list members who have not had any recorded Coast Guard training of any type since enrollment.

These reports will be prepared subsequently on a monthly basis, with the next ones posted on or about 01 November 2015. As this is a monthly report, please be aware that recently-completed courses may not appear.

This report is an interim solution, pending the adoption of Mandated Training as an Auxiliary skill code in AUXDATA, which is being worked on now.

Questions and comments may be addressed to the Director, Performance Measurement, through your chain of leadership.

Editor's Note: The above was received email through the message system.

23-6 participates in Annual Safety Day

Calvert Cliffs Nuclear Power Plant (CCNPP) held its Annual Safety Day on 24 September. Four members from Flotilla 23-6 staffed a safety booth, and John Johnson from 23-2 was present with his display on marlinspike. The day was sunny but windy which gave a little bit of a challenge to vendors like the Auxiliary who had many paper handouts.

During the day, drawings were held to win prizes provided by the vendors. 23-6 donated a fire extinguisher that could be used on a boat, in the home, or in the car. Employees raised money for United Way with their \$2 chances to give management a "pie in the face." The pie consisted of a paper plate with lots of whipped cream. Funds were also raised for breast cancer by a donation for a gourmet cupcake made by Hardisty Catering.

CCNPP sponsored a haunted house with a demonstration on chain-saw safety and a smoke house with a simulated fire-extinguishing demo.

Flotilla 23-6 members who participated were Connie and John Cosgrove, James Jefferson, and Harry Scott.

Connie Cosgrove
FSO-PA



Harry Scott talks with a visitor as John Cosgrove looks on



Sahra Valencia from Palo Verde Nuclear Plant gets a lesson from John Johnson.

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U.S. Coast Guard Honored with Forever Stamp

Information provided by the United States Postal Service First Day of Issue August 4, 2015 Washington, DC 20066

This stamp honors the United States Coast Guard for its role in protecting the security of the nation and advancing its vital maritime interests.

In an oil painting on Masonite, renowned aviation artist William S. Phillips of Ashland, OR, depicts two icons of the Coast Guard: the cutter Eagle, a three-masted sailing ship known as “America’s Tall Ship,” and an MH-65 Dolphin helicopter, the standard rescue aircraft of the Coast Guard. Phil Jordan of Falls Church, VA, was the art director for the stamp

The Coast Guard traces its history to an act signed into law in August 1790 by President George Washington, at the urging of Alexander Hamilton. The act provided for a fleet of ten vessels, or “revenue cutters,” to aid in “the collection of duties imposed by law on the tonnage of ships or vessels, and on goods, wares and merchandise, imported into the United States.” This small fleet—given the big task of guarding the Atlantic coast and thwarting the efforts of smugglers and pirates to evade tariff restrictions—was the genesis of what eventually became known as the Revenue Cutter Service, forerunner of today’s Coast Guard.

The responsibilities of the fleet increased in its first combat operations during the undeclared naval war of 1798-1800 with France (known as the Quasi-War), when Congress instructed it to cooperate with the U.S. Navy at the President’s discretion. Prior to this time, since there was no navy, the cutters served as the nation’s only armed force afloat. Ever since the Quasi-War, the Coast Guard

has played a supportive role in the country’s defense during times of war.

The Coast Guard received its current name in 1915, when President Woodrow Wilson signed into law the “Act to Create the Coast Guard.” This legislation combined the Revenue Cutter Service and the Life-Saving Service, which had been established as a separate agency in 1878, into one organization. The 1915 legislation also made explicit that the Coast Guard was “a part of the military forces of the United States” and would “operate as a part of the Navy . . . in time of war or when the President shall so direct.”

The Coast Guard later absorbed other long-standing maritime agencies, most notably the U.S. Lighthouse Service in 1939 and the Bureau of Marine Inspection and Navigation (comprising the earlier Steamboat Inspection Service and the Bureau of Navigation) in 1942.

The search-and-rescue mission of the Coast Guard is perhaps the one most familiar to the public today. This mission took root during the 19th century, when the government directed revenue cutters to search for vessels and persons in distress at sea. In this often hazardous enterprise, the helicopter became a valuable aid soon after its introduction in the 1940s. Two events in the 1950s demonstrated the unique capabilities of this new flying machine: In 1955, Coast Guard helicopters rescued scores of Connecticut residents from floodwaters caused by two late-summer hurricanes, and on Christmas Eve of that year a single helicopter rescued 138 victims of a massive flood in northern California. Not long after these dramatic incidents, helicopters joined cutters as icons of the Coast Guard.

One of the largest response-and-rescue efforts in the history of the Coast Guard took place in 2005 after Hurricane Katrina slammed the Gulf Coast. As the city of New Orleans was deluged by 20-foot high floodwaters, tens of thousands of residents were left clinging to rooftops or huddling in attics. Some 5,000 members of the Coast Guard,

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including units from every District, rushed to the scene, and a large percentage of the Coast Guard helicopter fleet deployed.

The effort was complicated by the unusual challenges of urban search and rescue, including downed wires that posed a hazard to helicopter rotor blades. Some rescue swimmers had to borrow fire axes to cut through rooftops to reach people trapped in their attics. At one point, Coast Guard personnel were rescuing 750 people an hour by boat and 100 people an hour by air. The final tally of persons rescued and evacuated from rooftops, flooded homes, and stricken hospitals exceeded 33,000.

The Coast Guard's incredibly successful response to Katrina was a testament to its culture of service and exemplified its longtime motto, "Semper Paratus—Always Ready."

The Coast Guard today has 41,000 active-duty men and women; 8,000 Reservists; 8,000 civilian employees, and 30,000 volunteer auxiliary personnel. In addition to saving lives at sea, their responsibilities include enforcing maritime law, overseeing aids to navigation, carrying out icebreaking operations, protecting the marine environment, responding to oil spills and water pollution, ensuring port security, supporting scientific research at sea, combating terrorism, and aiding in the nation's defense.

During an average day, Coast Guard personnel assist more than 300 people in distress, save more than two million dollars in property, board 90 large vessels for port safety checks, conduct 120 law enforcement boardings, and investigate more than a dozen marine accidents.

The U.S. Coast Guard is truly a multi-mission agency that has made countless contributions to the safety and prosperity of the nation.

Division Election Held

The Division election was held at the October meeting.

Ron Price is completing his second term as Division Commander (DCDR). John Leben, our current Vice Commander (VCDR) was elect to fill the DCDR position.

Dale Helms, Past Flotilla Commander of 23-3 was elected as our VCDR.

Connie Cosgrove

SO-PB



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CHANGE OF WATCH
UNITED STATES COAST GUARD AUXILIARY
CENTRAL CHESAPEAKE
DIVISION 23



WHERE: Renditions Country Club, 1380 West Central Avenue, Davidsonville, MD 21035
410-798-9798 or 1-888-451-4144

WHEN: Saturday 9 January 2016, from 1400 to 1800 (2pm to 6pm).

MEMBER AND GUEST ATTIRE: Tropical Blue Uniform or Business Casual.

CASH BAR: 1400

LUNCH SEATING: Salad served at 1445.

BUFFET MENU:

Slow Roasted Prime Rib of Beef Au Jus. Paired with Chicken Parmesan with your choice of Vegetables, Tortellini Alfredo, Herb Roasted Potatoes, Rolls and Butter.

DESSERT: Sheet Cake with Coffee.

RESERVATION DEADLINE: 28 December 2015

Price per person: \$40.00 includes 20% gratuity

Checks are to be made payable to: USCGAUX DIV 23

Name: _____

Flotilla _____

Name: _____

Flotilla _____

U.S. Department of
Homeland Security

FIRST CLASS

United States
Coast Guard

U.S. Coast Guard Auxiliary
SO-PB
1105 Dan Bowen Road
Prince Frederick, MD 20678

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