

# Chesapeake Chatter

## Division 23 5SR



# Chesapeake Chatter

Division 23

Volume 11 Issue 2

Summer 2019

Judged 5SR Runner-Up Division Publication for 2017



I want to thank all our Division 23 members for “STEPPING UP” in support of Safe Boating Week – 18 to 25 May 2019. Each one of us should be proud of the results of the many events we participated in throughout the Division.

Auxiliarist were busy conducting Vessel Safety Checks throughout our AOR's, hosting PA & PE events, participating in promotional events at marine stores and conducting safety patrols. Flotilla 23 06 has done an outstanding job with PV. While no one event was any more important than the other, I want to thank Roy Culley (SO PA) and Jim Beyea (Auxiliary Unit Coordinator AUC – U.S. STA Annapolis) for putting together the Auxiliary's participation at the STA Annapolis Open House on 18 May. Auxiliarist from several Divisions and Flotillas participated in an event that was attended by over 500 members of the community.

The summer boating season is well underway. Auxiliarist boat crew qualified members are reminded to volunteer for patrols throughout the Division – don't be a member of the 12-hour club. The Coast Guard needs our “on the water” support for the many missions we are authorized to participate in including Regattas. Several “high profile” regatta missions have already been completed including the Naval Academy Blue Angels Fly Over, the Bay Paddle, the Bay Swim and numerous fireworks shows. Get out on the water and train, train, train. Boat crew members are urged to volunteer your time in support of the Coast Guard. Additional Auxiliary facilities are needed. Please consider offering your boat as a facility. The Coast Guard has provided funding for many of the facility items required to be carried. Encourage your members to offer their boats.

The Coast Guard relies on the Auxiliary to be a force multiplier in many activities. One of the activities is to assist them with the confirmation of ATON and PATON information discrepancies that should be reported. I have decided to strengthen Division 23's participation in this important activity by appointing a new SO NS. Effective 1 June 2019,

Auxiliarist Jeffrey Conopask will be our new Division Staff Officer for Navigation Services. I request everyone to welcome Jeff and give him your support so he can be an effective Staff Officer.

Our SO-SR, Elaine Griffin, said goodbye to us at the June Division meeting. The Coast Guard is transferring her husband, Michael, to Corpus Christie, Texas for their next assignment. On behalf of all the Division 23 staff, we want to thank Elaine for the superb job (Bravo Zulu) she has done for us as SO- SR and wish her and her family “fair winds and following seas” at their next Coast Guard duty assignment.

*John Fewer*

## Correction

In the Spring edition of the Chatter under awards, I misspelled Wieniewski. It should have read 5 years of service award – Anthony WISNIEWSKI.

*Connie Cosgrove*

Editor

## Cover Photos

**Top:** CG Helo on display at Station Annapolis Open House. Photo by Roy Culley

**Bottom Left:** CDR May, DIRAUX presenting John Johnson, 23-2 with plaque for 55 years of service. Photo by Gary Smith, VFC

**Bottom Right:** Larry Hill demonstrates a smoke flare at boat crew training. Photo by Elaine Griffin

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VCDR: Willie Witter  
IPDCDR:

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Michael Adams, Vice Flotilla Commander

### 23-2 - Solomons

Earl Kaufman, Flotilla Commander  
Gary Smith, Vice Flotilla Commander

### 23-3 – West Annapolis

Dorothy Neiman, Flotilla Commander  
John Wilson, Vice Flotilla Commander

### 23-4 – South River

Michael Whitman, Flotilla Commander  
Bruce Petro, Vice Flotilla Commander

### 23-6 – Drum Point

Mark Campbell, Flotilla Commander  
Steve Birchfield, Vice Flotilla Commander

### 23-7 – Herring Bay

Christopher Jensen, Flotilla Commander  
Paul Manicone, Vice Flotilla Commander

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SO-MT - Ray Feller  
SO-NS - Jeffrey Conopask  
SO-OP - Phil Wentz  
SO-PA - Le Roy Culley  
SO-PB - Connie Cosgrove  
SO-PE - Margaret Butler  
SO-PV - Christopher Jensen  
SO-SR - Elaine Griffin  
SO-VE - Kirby Garland

## Table of Contents

National 3-Star Award.....	4
Awards.....	4
Assignment to Duty.....	5
New Members.....	6
Jensen awarded Auxiliary Letter of Commendation.....	7
John Johnson serves 55 years.....	7
Angels in the Sky.....	8
Maritime Heritage Festival held.....	9
23-7 participates in Fourth of July parade.....	9
CG Station Annapolis Open House.....	10
Boy Baysox and Auxiliary partner for Safe Boating.....	11
Auxiliary D5SR Incident Management.....	11
Flat Stanley visited Flotilla 23-6.....	12
23-6 receives NSBW Proclamation.....	13
Frequently asked questions about TCT Facilitators.....	14
Bill Smith presents certificates to Marine Dealers.....	15



1 October 2019

Articles and pictures are encouraged and appreciated. Please email to the editor: Connie Cosgrove at [cjcosgrove@earthlink.net](mailto:cjcosgrove@earthlink.net)

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Division 23

Volume 11 Issue 2

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## NATIONAL 3-Star Award

Shipmate,

We are in receipt of and thank you for your submission of the National Commodore's 3 Star Award to acknowledge your participation in and promotion of Diversity! Practicing in Diversity and Inclusion will help make ready a formidable volunteer force that give a voice to the varying skill sets and points of view that will go to the perpetuation of our edicts of Honor, Respect and Devotion to Duty which will ever make us Semper Paratus.

As we are an organization that is a microcosm of the society we serve, it is ever important to embrace our collective differences and wide-ranging experiences in the idea and belief that as a whole, those differences and experiences are those that make us better as an organization. Your practice of Diversity Management will serve to recruit and retain members as well as promote mission readiness as you explore the myriad of interests your members have that you the leader, can steer them to.

We applaud your efforts and celebrate your accomplishments! Your award will be presented to your District Commodore at NACON in August. They will see to its distribution through your Division Commander. Should you have any questions, please feel free to contact your local Area Division Chief who you can find by accessing our website.

ANACO David G. Porter and  
ANACO-d Tracy R. Schultz  
USCG Auxiliary  
National Diversity Team

## Awards

### Awards

Members have received the following awards since the last issue of the Chatter. Please congratulate them when you see them.



#### Instructor

Mace Coleman, 23-3

#### Crew qualification

Paul Manicone, 23-7

#### Program Visitor

Terence L. Gray, Jr. 23-2

Steve Birchfield, 23-6

#### Aux Food Services Program

Ruth Hatcher, 23-1

Merek Schaffer, 23-6

#### Vessel Examiner

Juan Aguilar and David Sire, 23-1

#### Member Service Awards

##### 5 years

Ruth Hatcher and Douglas Roberts, 23-1

Earl Kauffman, 23-2

##### 15 years

Carol Sisco, 23-3

Lori Ann Markowitz, 23-4

Everett Santos, 23-7

##### 20 years

Theresa Gray, 23-2

##### 55 years

Paul Mills, 23-4



#### Sustained

#### Auxiliary

#### Service

#### Award

Dorothy Neiman, 5<sup>th</sup> award, 3750 hours, 23-3

Mark Bertacchi & John Fewer, 6<sup>th</sup> award, 4500 hours, 23-3

#### CG Station Watch Stander Certification

Joe Espino, 23-3 - Station Annapolis



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Division 23

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## Assignment to Duty

As we are now into the summer months and fully involved with operational support to the Coast Guard and doing the many missions we do in the Auxiliary, I want to take this opportunity to remind us all of the importance of "Assignment to Duty" and what that means.

Often members of the Auxiliary refer to being covered or "insured" by the government as if there is an insurance policy that covers everything we do in the Auxiliary.

Assignment to Duty is actually more about the basic law that created the Auxiliary and how members doing Auxiliary missions fall under the umbrella of law as "volunteer" Federal employees. What the law did was make sure that when we are doing Auxiliary work—aka "Assigned to Duty"—we would be eligible for care and compensation in case of injury or accident while "Assigned to Duty," just as other federal employees are covered while working. If you are "Assigned to Duty" and are injured, you are covered under the Federal Employee Compensation Act (FECA). The key is while "Assigned to Duty."

"Assignment to Duty" is not hard to attain. It may be as easy as doing Auxiliary missions on orders, or simply by having reported your plans to the knowledge of an elected leader or staff officer to do a mission on a certain date and time. This could be done by emailing or calling your plans to do Vessel Safety Checks, or following a flotilla schedule for presenting a PE class. Doing training under a qualified Vessel Examiner at a ramp would also fall within "Assignment to Duty" just as training for other mission areas with trained members would.

The basic key to proving Assignment to Duty is a prior awareness of your effort to conduct Auxiliary missions by an elected Auxiliary leader or responsible flotilla staff officer. This is the important part to remember because with any injury claim there will be an effort to review and determine that "Assignment to Duty" is clear.

Therefore, as an example, a copy of the email you sent noting that you are doing Vessel Safety Checks will meet the requirement. While the Coast Guard will help in the process of a claim, the Department of Labor and Department of Justice are the authority in approving claims. Experience has shown the process is not overly burdensome or challenging, but it is not a quick process. In most cases, the system has done a great job of ensuring injured Auxiliary members have been appropriately compensated per FECA.

The key things to remember are communication and documentation:

- 1) Make sure when you are doing Auxiliary missions there is awareness by leaders and or staff officers of what you are doing and when.
- 2) Make sure that if you are injured you seek care ASAP.
- 3) Make sure you, a fellow member, or family member advise leaders of the injury so a claim can be started working with the DIRAUX office before 30 days pass.

As always, a form is involved and the Department of Labor form CA-1 is the form to start the process. **So as you conduct Auxiliary missions, make sure you are thinking about what you have done to meet being "Assigned to Duty."** The AuxMan Chapter 5 section J is a good reference.

One interesting caveat: Federal Employees are not covered by FECA for any injuries sustained traveling to and from work. This same principle of FECA also applies to Auxiliarists—we are not covered going to and from our regular flotilla meeting, since that is considered our "place of work." Can offering training at our unit meeting reclassify the meeting as a "training event" and therefore enable FECA coverage? No. Federal Employees have training at their workplace but that does not enable coverage under FECA when going to work that day. The same goes for us.

Make sure you carry proper auto insurance and health insurance. While FECA provides items

Continued on page 6—see Duty

# Chesapeake Chatter

Division 23

Volume 11 Issue 2

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Duty—continued from page 5

beyond your insurance coverage, your insurance is your first avenue for coverage, and FECA may come in on deductibles. However, there is the possibility of lost wages and other compensation under FECA. Note the word choice used here: “first” and “may” because every case is different, though in general, there is going to be compensation under FECA as long as you are found to be “Assigned to Duty.”

There are a lot of “what if’s” and varying scenarios because each case is different and that makes for confusion. The one key is remembering that doing all you can to help support being seen as “Assigned to Duty” will ensure you are provided an added coverage/benefit to getting you taken care of, should you be injured. Having auto insurance and health insurance is a good idea as it can add to what you are covered for.

In almost all cases your auto insurance is responsible for your car. Exceptions MAY BE when towing under orders but those cases are not a FECA item. FECA applies to the employee, not the vehicle. Vehicles fall under the Damage Claim process just as boat damage is handled via claims. If you are in an accident on the way to a meeting, it is your auto insurance that is likely going to be on the hook for all claims.

On the other hand, if you are on the way to go on patrol, do VSC’s, or PE and have an accident, FECA may apply to your injuries along with your auto insurance for your vehicle (and maybe some medical). You MAY BE able to submit a claim to the Coast Guard for auto damage but several factors will come into play because it goes via the Damage Claim process.

## Here are 5 Examples:

**1)** A member was injured while on patrol. The member had no insurance and the injury caused the member to lose employment. Under FECA all medical was covered and the member was compensated for lost wages from the time of injury and for several months while recovering.

**2)** A member was killed in an auto accident on the way to the post office to mail out the flotilla minutes to all the members. By being able to prove that this was a routine trip solely done as part of the member’s Auxiliary duties each month, the family was ultimately provided compensation on account of the member being “Assigned to Duty” when the accident occurred. This was travel not to or from a meeting.

**3)** A member happened to be at a fuel dock when an Auxiliary facility on patrol pulled in to refuel. The member was helping with lines and fell breaking an arm. The member was not found to be “Assigned to duty” as the member just happened to be in the area but was not involved with any Auxiliary mission and was not part of crew on patrol.

**4)** An Auxiliary crew is on patrol and pulls in for a lunch break at the boat ramp. They send a member to take the truck and get sandwiches. On the way, the member has a flat tire and does minor damage to the vehicle but there are no injuries. The damage claim is denied because the trip for sandwiches was outside of what is covered for damages while on patrol. The member’s auto insurance covered the damage.

**5)** While traveling under orders a member suffers an engine breakdown on the highway. A claim for damage is denied because wear and tear is already covered as part of the mileage rate provided while under orders.

*D CO Michelle Thornton*



New  
Members

Since the last issue of the Chatter the following member has joined us. Please welcome her and give her any assistance you can.

Lisa Norwood, 23-6

# Chesapeake Chatter

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## Jensen awarded Auxiliary Letter of Commendation

One of the most important missions that the Coast Guard Auxiliary performs is in the reporting on the status and condition of the many different aids to navigation commonly referred to as ATONs. Checking on their exact position and reporting discrepancies helps to aid boaters in properly navigating our waterways and prevent costly accidents such as running aground. Chris Jensen has been supporting this activity for many years and recently received the Auxiliary Letter of Commendation at the May 13<sup>th</sup> flotilla meeting at Cedarhurst, MD, from Division 23 Commander John Fewer along with Chief Warrant Boatswain Chris Rant of Sector Maryland. It reads in part:



*I note with pride and am pleased to commend you for your performance of duty while assisting Sector Maryland-National Capital Region's (NCR) Waterways*

*Management Division from 17 May 2018 to 30 September 2018. Demonstrating exceptional professionalism and a tireless work ethic, you played a pivotal role in the dissemination of critical information regarding extensive shoaling and planned Aids to Navigation (ATON) changes in St. Patrick and St. George Creeks. You systematically distributed informational notices to 15 marinas and marine dealers. Astutely identifying a need to communicate to an under represented demographic, you reproduced and distributed life*

*jacket literature translated into Spanish to 16 marine dealers and Spanish establishments. In August 2018, you were notified of planned ATON changes to Slaughter Creek. In an effort to mitigate potential transit issues, you distributed information regarding aid changes to 26 local marinas, notifying the highly populated commercial vessel fleet of upcoming changes. Lastly, when Sandy Point Shoal Light was discontinued due to unsafe servicing conditions, you once again leaped into action delivering critical notification to 29 local marinas. You have distinguished yourself as a vital liaison between Sector Maryland-NCR and the local waterway users. Thanks to your efforts, the Coast Guard has been able to keep mariners abreast of hazardous conditions, safety reminders and changes to Aids to Navigation.*

**John Fewer**

DCDR

## John Johnson serves 55 years

John Johnson, 23-2 has been a member of the Coast Guard Auxiliary for 55 years. During his 55-year service, he has seen many changes. John told me several years ago when we talking about uniforms that he could remember wearing the khaki uniform.

John is a qualified instructor, vessel examiner and boat coxswain. John is radio facility owner and participates in the net drills. He is a master in marlinspike and never fails to wow people at public affairs events with his talent.

On 13 May, CDR Eric May, DIRAUX, 5DSR presented a plaque and Admiral K. M. Smith Letter of Congratulations to John for 55 Years of Dedicated Service to the US Coast Guard Auxiliary.

**Connie Cosgrove**

SO-PB

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## Angels in the Sky

The third week of May traditionally brings the arrival of angels to the skies over the city of Annapolis. In this case, the *Blue Angels*, which are

the Navy's precision aerobatic flight team.

May 21<sup>st</sup> was the practice fly over with May 22<sup>nd</sup> as the actual aerial demonstration. The Auxiliary supports both of these events by providing Operational Facilities or OpFacs to maintain boating crowd control that the Blue Angels attract in the waters surrounding the Severn River and Annapolis harbor. On each day, an average of over 10 OpFacs and over 35 members participated in the festivities.

Unfortunately, some boaters did not observe the rules and tended to overload their vessels. In one such case, the operator did not provide a sufficient number of personal flotation devices (PFDs) and he also permitted some individuals to illegally sit on the bow. After being stopped and inspected by the Coast Guard's patrol boat out of Station Annapolis, that vessel was escorted by an Auxiliary OpFac to a safe docking location where all but three of the individuals who had PFDs were allowed to return to view the event.

*Phil Wentz,*

FSO-OP

*Jose Pena de la Guardia,*

FSO-MA





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Division 23

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## Maritime Heritage Festival held

On 4 May, the Calvert Marine Museum held the annual Maritime Heritage Festival. Visitors were given the opportunity to taste traditional foods, learn how to pick crabs and shuck oysters like the pros, enjoy local gospel and old time music, see Chesapeake Bay retrievers in action, watch model boats skim the waters of the boat basin, and talk with traditional crafts people as they demonstrate their skills.

Flotilla 23-6 members Elaine Griffin, Harry Scott and Bill Smith represented the Coast Guard Auxiliary at the festival promoting safe boating. They had displays setup with Federal and State Boating Information. They spoke with recreational boaters both young and old and passed out lots of Boating Safety Information. They gave out coloring books, crayons, pencils and pens to the Kids.

Harry Scott, the Human Resources officer spoke with several people about becoming Coast Guard Auxiliary members.

The biggest hit of the day was a free 30-minute cruise on the Wm. B. Tennison. For the kids, there were toy boat building and more. The event included the Antique Boat and Marine Engine Show, which featured exhibits from over 30 collectors of antique and classic boats, and vintage marine outboard and inboard engines.

*Connie Cosgrove*



## 23-7 participates in Fourth of July parade

The Shady Side parade was a big success! Thank you to Chris, Jane, Linda and Frank for braving the soupy conditions.

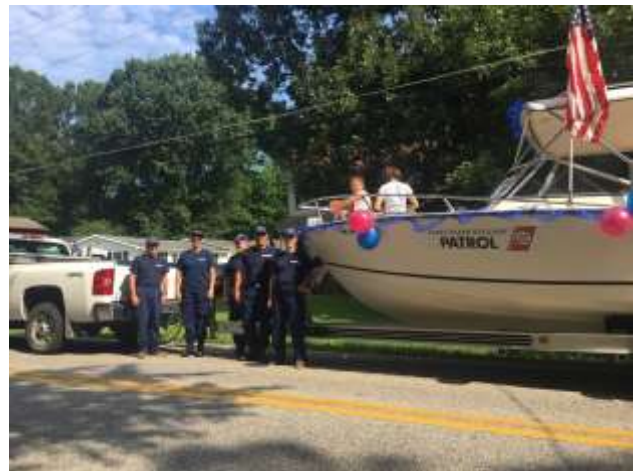
Chris led the way in his truck followed by mine that had our "patrol boat" in tow.

We had her all dressed up and she ultimately was parade ready thanks to the crafty work of my daughter and her friend. We threw candy, waved and got the messages out to "wear your vest" and "learn to swim" with two big signs on the boat's windshield.

The crowd echoed these phrases back to us many times so I definitely think this PA event was a success!

*Paul Manicone*

23-7



Pictured left to right: Frank Voltaggio, Linda Peterss, Chris Jensen, Paul Manicone, Jane Lyle. Children on the boat are Joelle Brouillette and Alivia Manicone.

# Chesapeake Chatter

Division 23

Volume 11 Issue 2

Summer 2019

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## Coast Guard Station Annapolis' Open House Kicks Off National Safe Boating Week

On 18 May, members of Division 23 supported Station Annapolis in hosting an Open House event to launch National Safe Boating Week (NSBW) activities for 2019. The event ran from 9:00 AM to 3:00 PM. Additional Team Coast Guard support on hand was a US Coast Guard Recruiting Detachment as well as representatives from other Auxiliary Divisions throughout Sector Maryland National Capital Region.

The purpose of the event was to introduce the public to their local Coast Guard Station and the Coast Guard Auxiliary. It was also to provide education and understanding about recreational boating safety, how Team Coast Guard affects recreational boating and maritime safety missions in partnership with other local agencies, and the components of the Coast Guard.

Members were on hand with displays and materials in support of safe boating, boating education, vessel safety checks, and marlin/spike/boating knot-tying demonstrations, navigation rules and boating regulation materials, and Coast Guard Auxiliary recruitment.

The event was well attended by the public and Team Coast Guard family members; and was well

supported by partnering agencies and displays. Agencies such as the Maryland State Police Helicopter and Crew, the Maryland Department of Natural Resource Police and one of its boats, the Annapolis Police Department, Anne Arundel County Fire and Rescue trucks and crew, and a Blood Donor Mobile Unit were on hand to illustrate the interconnectedness of the agencies as it pertains to public safety on the water.

Displays like the fire trucks, the State Police helicopter, the DNR Police boat, and the mounted Coast Guard 29-foot Defender Class Small Response Boat; replete with a mounted mock machine gun on the bow, drew considerable attention from adults and children alike.

The big draw of the day, however, were the hourly boat rides to Thomas Point Light for the public and Coast Guard family members aboard the Station's 45-foot Response Boat -Medium.

The Coast Guard Dolphin 65 Helicopter arrived at approximately 2:00 pm with a crew consisting of Pilot and Co- Pilot, the Hoist Operator, and the Rescue Swimmer. The Public and Coast Guard members alike, seized upon the opportunity to talk with the crew and to take pictures with the crew and helicopter.

All in all, the Open House was a success in not just engaging the public but also in fostering cooperation, coordination, and fellowship between the components of team Coast Guard.

*Roy Culley*

SO-PA



# Chesapeake Chatter

Division 23

Volume 11 Issue 2

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## Bowie Baysox and the Auxiliary partner for Safe Boating

I would like to thank Mark Bertacchi, Roy Culley and Willie Witters for joining me to promote Safe Boating at the 20 July Bowie Baysox game - Prince George's Stadium in Bowie. The Auxiliary was able to present safe boating materials to over 4380 people that attended the game. While not every fan stopped at our booth - we certainly kept busy distributing safe boating literature. This was a high visibility and successful Public Affairs event.

The Baysox are again, providing a table (again Free of Charge) to the Auxiliary to display safe boating literature at the 3 August game. The game starts at 1835. This will be a special night at the Ballpark - "Touch a Truck" sponsored by Miss Utility. There will be numerous trucks on display before the game in the parking lot including First Responder vehicles from PG and AA Counties. USCG STA Annapolis advises they will bring a 29' CG boat to the Ballpark to be a part of the activities. Division 23 will once again have a table on the concourse where we can distribute safe boating materials.

Volunteers are needed to staff the table on 3 August. Flotilla Commanders are requested to pass the word out to our Division members. Willie Witters is the contact person for volunteering to participate.

In addition, The Bowie Baysox have designated 24 August as US Coast Guard night at the Ballpark. The Baysox have been in communication with CG - Curtis Bay to coordinate the evening. They will be providing 1500 FREE General Admission tickets to Active Duty, Reserves, and Auxiliary members - and their families - to enjoy one of the last games of the 2019 season. There will be a Fireworks show after the game. More information on the event will be announced at the

1 August Division meeting (1900) at the Northeast Community Center in Chesapeake Beach.

Once again, thanks to our members that volunteered for the 20 July event. Willie is looking forward to getting some volunteers for the 3 Aug. game.

*John Fewer*

DCDR

Mary Pat Bertacchi, photographer

## USCG Auxiliary 5th District Southern Region Incident Management

The United States is seeing an increase in the number and severity of emergencies and disasters that is effecting our citizens, environment, and infrastructure. Since the consequences of these emergencies and disasters are so substantial, a number of proactive steps must be taken minimize their impacts.

The Coast Guard is the first-responder agency for hurricanes, environmental, and maritime disasters. As disasters increase the Coast Guard Auxiliary is frequently engaging in increasingly complex emergency incidents in either direct response or in support roles. Given the increased needs during disasters, the area of incident management within the 5th Southern District is being expanded. The proposed plan is to expand the number of Sector Coordinators, Deputies, and Assistances to support the Auxiliary missions during disasters. The overall goal of expanding the incident management area is community familiarization, USCG presence at county Emergency Operations Centers, and becoming a force multiplier, which should free up active duty members for tactical response operations.

The Incident Management Team is requesting individuals that would take the lead, and/or participate in developing the following areas:

Continued on page 12—see ICS



# Chesapeake Chatter

Division 23

Volume 11 Issue 2

Summer 2019

Judged 5SR Runner-Up Division Publication for 2017

ICS—continued from page 11

Emergency Operations Centers (EOC)  
ICS Training  
Contingency Planning and Gap Analysis  
Skills Bank and Everbridge (focusing on emergency response)  
Mass Rescue Operations  
Incident Management Team  
Inland Lake Operations

The Incident Management leadership should have real-world emergency response experience with extensive knowledge of ICS training including the inter-relationship within an incident management team and other operational support entities. Each member of the Incident Management Team would be required to complete at a minimum ICS 100, 200, 700, 800 and 300.

If interested, please send your resume and letter of interest either by mail or email to the following:

***Dr. Randall Egsegian***

116 Park Ave  
Fuquay-Varina, NC 27526  
DDC-R / DSO-IM  
5th District Southern Region  
regsegian@nc.rr.com  
919-622-4089

## Flat Stanley visited Flotilla 23-6

A long friend and old school mate from high school, in Hancock, NY; contacted me through Facebook and asked if one of her students could send his Flat Stanley to D.C.

I graciously accepted. Flat Stanley is a **story about a boy who is flattened by a bulletin board when he sleeps**. As a result, he is able to travel in envelopes and have many adventures as a flat person. This Flat Stanley was mailed from Holy Springs, NC.

He spent about 3 weeks with us and he was a HUGE hit! I took him to BCQ training in Baltimore.



Lady Karen Pence.

He met many great and important people on his journey. Station Washington provided 17 coloring books and the Division provided 5 coloring books for me to send back to the elementary school in Holly Springs, North Carolina

***Elaine Griffin***

23-6 Photographer





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Division 23

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## 23-6 Receives NSBW Proclamation

On 14 May, members of 23-6 received an annual National Safe Boating Week (NSBW) Proclamation from the Board of County Commissioners. In the proclamation, the Commissioners proclaimed:

***"WHEREAS,** National Safe Boating Week is May 18 – 24, 2019, and as the season approaches, we support the North American Safe Boating Campaign spreading the message of safe and responsible boating; and*

***WHEREAS,** recreational boating is fun and enjoyable, and we are fortunate to have sufficient resources to accommodate the wide variety of pleasure boating demands. At times, however, our waterways have become crowded and could be a place of chaos and confusion; while being a marvelous source of recreation, boating, to the unprepared, can be a risky sport. Not knowing or obeying the nautical "Rules of the Road," for example: choosing not to wear your life jacket or drinking alcohol or taking drugs while operating a boat are examples of human error or lack of proper judgment; and*

***WHEREAS,** on average, many people lose their life each year in boating-related accidents in the United States; the vast majority of these accidents are caused by human error or poor judgment, not by the boat, equipment, or environmental factors. The simple task of wearing a life jacket has the potential to reduce the terrible loss in lives; today's life jackets are more comfortable, attractive, and wearable than styles of years past and deserve a fresh look by today's boating public; and*

***WHEREAS,** knowledge and skills are important in reducing human error and improving judgment. Once people are aware of the risks, they are likely to take precautionary measures to protect themselves, their friends, and their family; this is why the message of boating safety is not only important during National Safe Boating Week, but throughout the entire year.*

***NOW, THEREFORE, BE IT PROCLAIMED** by the Board of County Commissioners of Calvert County that the week of May 18 - 24, 2019, be known as **National Safe Boating Week** in Calvert County. **BE IT FURTHER PROCLAIMED** that by this action we advocate year-round efforts to promote safe boating and urge all those who boat to **"Wear it"** and practice safe, smart boating habits."*

Commissioner Mike Hart asked each member to step to the microphone and tell the commissioners their name, and what they did and what the Auxiliary does.



Ray Feller addressed what the Auxiliary does with teaching, vessel safety checks and patrols. Connie Cosgrove stressed the NSBW theme of

*"Wear It". She told the commissioners that most fatalities are the result of drowning and not wearing a life jacket.*

Members of Flotilla 23-6 in attendance were Bill Smith, Flotilla Staff Officer (FSO) for Publications, Ray Feller, Division Member Training officer; Harry Scott, FSO for Human Resources; Connie Cosgrove, FSO for Public Affairs and secretary, John Cosgrove, Past District Rear Commodore, and Elaine Griffin, Flotilla photographer.

**Connie Cosgrove**

FSO-PA

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## Frequently asked questions about TCT Facilitators

Q1: Why publish an ALCOAST and a Policy Letter?

A1: The purpose of the ALCOAST is to provide those who are **currently certified** in AUXDATA as CG TCT Facilitators (TCTFAC) and/or Auxiliary TCT Facilitators (TCTAUX), a process to transition from the legacy TCT Training to the new TCT Refresher detailed in reference (c).

The purpose of the Policy Letter is to update the process to **initially** certify as an Auxiliary TCT Facilitator. This is the current COMDT (CG-BSX) policy mentioned in paragraph 3 of the ALCOAST. This process supersedes the process detailed in Chapter 8.B.11 of the Auxiliary Manual and further amended by ALAUX 010-13 (ALAUX 010-13 was cancelled by CG-BSX Policy Letter 19-01).

Q2: I'm certified in AUXDATA as an Auxiliary TCT Facilitator and I want to continue teaching TCT, but I can't access the TCT Refresher training materials on the Auxiliary On-Line Classroom per paragraph 5.c of the ALCOAST. How do I get access?

A2: District Directors of Auxiliary (DIRAUX) and the COLM were asked to validate their certified facilitators to determine who would continue teaching TCT and provide the names approved for addition to the TCT Resources user list. If you've been approved by your chain of leadership and management and DIRAUX to continue teaching TCT and cannot access the TCT Resources, please notify your chain of leadership and management who will engage with the DIRAUX office. DIRAUX offices will forward approved names to CG-BSX.

Q3: Will there be an Auxiliary version of the TCT Refresher?

A3: No. All active duty, reserve, civilian and Auxiliary personnel who are required to complete the TCT Refresher will use the same training

materials. CG-BSX is working on a version of the Power-Point training presentation that will utilize an Auxiliary-specific mishap in place of an active duty mishap. This is the only item in the training materials that can be tailored to be relevant to those in attendance. Facilitators must use only those materials that are posted in the TCT Resources on the Auxiliary On-Line Classroom.

Q4: How do I become a CG TCT Facilitator (TCTFAC)?

A4: Those wishing to become a CG TCT Facilitator must complete the Coast Guard's resident 5-day TCT Facilitator course. Currently, there are no quotas available for Auxiliarists to attend the course. If quotas become available, CG-BSX will make notifications to the chain of leadership and management to solicit for candidates.

Q5: I noticed there are different currency requirements for TCTFAC and TCTAUX. Why is this?

A5: TCTFAC currency requirements are established per reference (c). Because TCTFAC can teach the TCT Refresher to active, reserve, civilian, and Auxiliary members, they will have more opportunity to teach classes and thus their currency requirement is 5 classes every 2 years. Since TCTAUX will primarily teach the TCT Refresher to only other Auxiliarists, and because in some areas of the country there may not be as many opportunities to teach, the working group felt that 4 classes every two years was a reasonable currency requirement.

Q6: Paragraph 1 of the ALCOAST states "Auxiliary Flotillas shall request certified Auxiliary TCT Facilitators through their COLM." Can I still complete the TCT Refresher with my local Coast Guard unit?

A6: Yes! Auxiliarists should take every available opportunity to complete the TCT Refresher. If you complete the class with your local CG unit, it is

Continued on page 15—see TECT

# Chesapeake Chatter

Division 23

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TCT—continued from page 14

your responsibility to provide the class roster with your name to your IS officer for entry into AUXDATA.

Q7: Why did the process change to become a TCTAUX?

A7: Reference (c) expanded the RM/TCT training requirements to many other qualifications and programs. The old policy to become a TCTAUX limited relevant operational experience to coxswains and pilots. In order to build out TCT proficiency among all affected qualifications and programs, it was decided to accept other relevant Auxiliary and/or professional experience as part of the TCTAUX qualification process.

Q8: What is the due date for completing the TCT Refresher?

A8: Everyone should try to complete his or her first TCT Refresher by 31 December 2019. This is important in order to ensure that all personnel who use RM/TCT are familiar with the new materials, tools, and process. The TCT Refresher must then be completed every year, not to exceed 15 months from the previous completion per reference (c).

## Bill Smith presents certificates to Marine Dealers

Every year Bill Smith gives a framed certificate of appreciation to the places he has a pamphlet box of safe boating literature. This is Bill's way of telling them how much he appreciates them and how important the Coast Guard feels it is to get boating safety material in the hands of boaters.

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Photographer

