

# Chesapeake Chatter

## Division 5DSR



# Chesapeake Chatter

Division 23

Volume 13 Issue 2

Summer 2021

Judged 5SR Runner-Up Division Publication for 2018



## Welcome Back To Work

Division 054-23 Auxiliary members agree to accept an assignment to duty taking on risks. We measure the risk vs gain using the PEACE model to determine if the mission gain is worth the risk. The last 16 months has tested all of us with regards to risk management. Many of our members battled with the limitations that were placed on us due to the novel coronavirus. All of our members should feel great about our mission success. Appreciate the gravity of what you have accomplished in 2020 and thus far in 2021.

The way in which our members followed orders reflect on your commitment To the United States Coast Guard Auxiliary, your devotion and dedication to duty. We all had to adjust to virtual meetings and online training. The limited mission that we were allowed to engage in, our members had to adjust to the limitations presented to us by COVID-19. The members of Division 054-23 accomplished this task with great vigor and resolve.

Welcome back to work Division 054-23.

*Willie Witters*

Division Commander



## SM-NCR has new Commander and Deputy Commander

Captain David O'Connell assumed the position of Officer in

Charge, Sector Maryland National-Capital Region (SM-NCR) in May.

Commander James Bendle reported to SMD-NCR this month as the Deputy Commander.



## A Successful Tow

It was early Saturday morning on June 19, 2021 when Jim Welday and Carter Rardon from Flotilla 054-23-01 were on a Maritime Observation Mission Patrol, starting off in the South River, when I received a call from Jim who heard me over coms getting underway from the Severn River. Jim and I decided to meet up on the Severn that day to practice towing evolutions.

For Jim and Carter, the winds were low but the haze and humidity were high. They worked their way towards the center of Bay and were first monitoring an activity between Thomas Point Light and Bloody Point light. When no longer needed there, they headed towards Greenbury Point (at the beginning of the Severn River). The winds had picked up and Jim carefully maneuvered through small white caps along the way.

The wind subsided but the hazy condition continued keeping them on the lookout for small boats, paddlers and crab pots. They spotted a 20 foot Grady-White, with two Persons On Board (POB), that was not under power and did not appear to have any visible fishing gear. Jim and Carter stopped and inquired, "You guys OK?" The engine would not start and after sitting for an extended period of time, yes, they would appreciate a tow from the USCG Auxiliary. With Coast Guard STA Annapolis informed, Jim and Carter explained how they were going to start with a stern tow. They noted the coordinates, confirmed that there were no medical problems, that the POB were wearing life jackets and established the use of hand signals to communicate.

Rardon set up the bridle for the stern tow and watched as the line played out. Their port of call was Back Creek about 30 minutes away. Welday adjusted the speed of his 19 foot Ribcraft so that the boat being towed was able to ride the crest of the waves.

Continued on page 4—see tow

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## 2020 Board & Staff

DCDR: Willie Witters  
VCDR: Marie Squillace  
IPDCDR: John Fewer

### 23-1 - Annapolis

Margaret Butler, Flotilla Commander  
David Sire, Vice Flotilla Commander

### 23-2 - Solomons

Lawrence Butts, Flotilla Commander  
Richard Sikorski, Vice Flotilla Commander

### 23-3 – West Annapolis

Roy Culley, Flotilla Commander  
Kirby Garland, Vice Flotilla Commander

### 23-4 – South River

Bruce Petro, Flotilla Commander  
James Regensburg, Vice Flotilla Commander

### 23-6 – Drum Point

Steve Birchfield, Flotilla Commander  
Tom Hardisty, Vice Flotilla Commander

### 23-7 – Herring Bay

Paul Manicone, Flotilla Commander  
Christopher Jensen, Vice Flotilla Commander

## Division Staff

SO-AS—Michael Taylor  
SO-CM - Jim Welday  
SO-CS - Wendy Norwitz  
SO-DV - vacant  
SO-FN - Michael Taylor  
SO-FS - Ron Hillard  
SO-HR - Dave Keyser  
SO-IS - Ronald Hillard  
SO-MA -Christopher Jensen  
SO-MS - Ronald Price  
SO-MT - Ray Feller  
SO-NS - Jeffrey Conopask  
SO-OP - Phil Wentz  
SO-PA - Le Roy Culley  
SO-PB - Connie Cosgrove  
SO-PE - vacant  
SO-PV - Christopher Jensen  
SO-SR - Mark Campbell  
SO-VE - Kirby Garland

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1 October 2021



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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(Tow—continued from page 2)

As they approached the area of Back Creek they needed to maneuver around and through the middle of two sailboat races. (There were no name callings or raised fists!) They successfully switched to a side tow for the last 15 minutes of the trip.

After exchanging information and completing the required SAR form, they headed back out to the Severn River. I happened to be heading out of Spa Creek at that time, saw Jim and Carter, and approached to learn about their successful tow, which they both attribute to their Auxiliary training.

An email from the owners the next day expressed their gratitude: *"Hello, Carter and Jim, Thanks again for Saturday's rescue. It was a positive experience and we really enjoyed meeting you both."*

While time did not permit my towing evolution practice on that day, I was happy to learn that Jim and Carter were at the right place at the right time to offer assistance to a stranded boater. Another good day for the USCG Auxiliary.

*Marie Squillace*

Vice Division Commander



## Awards

Since the last issue of the Chatter the following members have earned awards:

### 3 Star Diversity Award

Flotillas 23-1, 23-3, 23-6 and 23-7

### Membership Awards

#### 30 year

Tom Hardisty, 23-6

#### 15 year

India Ochs, 23-3

Raymond (RT) West, 23-6

#### 10 year

John Fewer, Dorothy Neiman and Glen Wright, 23-3

## AUXDATA II email address change

On Monday 21 June 2021 the AUXDATA II email address associated with AUXDATA II email notifications will change from "notifications@auxdataii.us" to "auxdata@uscg.mil". The "From" address will show as "Auxdata II Admin <auxdata@uscg.mil>".

Examples of AUXDATA II email notifications are patrol request notifications to the Order Issuing Authority (OIA), password resets, and Salesforce login verification codes.

AUXDATA II users should identify auxdata@uscg.mil emails as coming from a trusted or safe sender. If you have questions about email notifications or if you do not receive email notifications after 21 June, please submit a Tier 1 Service Request or contact your FSO-IS for assistance.

Editor's note: The above was received in an email though the Auxiliary messaging system

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## A Typical Training Patrol Turns into a Rescue on Sunday May 23, 2021

On a clear Sunday morning on May 23<sup>rd</sup>, J. Farrel, coxswain of OPFAC 25454 and D. Parker, coxswain of OPFAC 34292 (were conducting two boat towing Refresher Training in Little Round Bay on the Severn River near day beacon 2S. Qualified Examiner, John Fewer, was aboard OPFAC 34292 to observe the training.

At approximately 1215, both OPFACS observed an engine fire on a 21 foot center console with outboard motor. Both OPFACS immediately



proceeded to the scene.

On board were a young girl and two adult males. The three occupants were instructed to put on their life jackets and jump into the water as the fire was increasing in intensity and there appeared to be no possibility of extinguishing it with handheld fire extinguishers. The young girl and the older adult donned life jackets and entered the water while the other adult was very hesitant to leave. The crew of OPFAC 25454 forcefully demanded he leave his boat as the fire had spread over half the boat. The crew was aware it was only a matter of time before the fuel tank would explode. He finally grabbed a type IV cushion and jumped into the water. OPFAC 25454 had to cautiously maneuver toward the burning boat to pick up the three victims.

OPFAC 25454's crew, Denise Collins, Christian Converse and Mike Makatche, immediately recovered the three persons in the water (PIW). The OPFAC then distanced itself from the burning boat. Approximately four minutes after the last

man entered the water, the fuel tank exploded, totally engulfing all deck space in flames. Simultaneously, OPFAC 34292's crew (Dorothy Neiman, Mark Bertacchi & Lynn Disque) and John Fewer controlled spectator traffic to support the PIW retrieval.

OPFAC 25454's crew immediately checked the victims for injuries and found none. The ten-year-old girl was shaken and concerned for her father and grandfather. The crew continued to comfort the victims while looking for signs of shock. Both OPFACS stayed nearby the burning boat to keep spectators at a safe distance as the boat burned to the water line.

Anne Arundel Fireboat number 3 arrived on scene and extinguished the fire with their water cannon. Coxswain Farrell transported the victims a short distance to Smith Marina. An Anne Arundel County Fire Department truck, with EMTs, was waiting at Smith Marina when they arrived. Meanwhile, Anne Arundel County Emergency Response requested OPFAC 34292 lead the way to protect them from wakes that could sink the burned-out hull as it was towed to Smith Marina.

Sector M-NCR and Station Annapolis were kept fully informed of the recovery effort by radio and cell phone. Sector M-NCR instructed John Fewer, Auxiliary Sector Coordinator, to contact National Response Center to advise whether there was any pollution (none observed) resulting from fluids spilling into the water.

The main takeaway from this rescue is how our training influenced the successful result. We practice man over board (MOB) training often and make it a significant part of certification and recertification. During this rescue we used the same MOB procedures that we practice and it worked perfectly. Crews on both OPFACS worked as a team and remained calm and focused. This was a proud moment for the Coast Guard Auxiliary – 3 LIVES SAVED.

Contributors – Don Parker, John Fewer, Jim Farrell

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## Division team supports Safety Standdown at Joint Base Andrews

Willie Witters received a request from LT Colin Schuster, Enforcement Division at Sector Maryland -National Capitol Region to support AE1 Jared Smith, Safety Leading Petty Officer (LPO) at Fleet Logistics Support Squadron (VR-53) at Joint Base Andrews with boating safety information during their mandatory Safety Standdown on 12 June. AE1 Smith is the Chief of Operational Squadron 53 Naval operations mechanics.

AE1 Smith organized the standdown into four 15-minute presentations on boating safety. The event was built in the form of a circuit where smaller groups rotate between the boating safety station and several other stations. This allowed participants and instructors to be able to not wear masks during the event if they had been

vaccinated. Participants could choose to wear mask if they were more comfortable.

The day began early for the participating members of Division 23. Roy Culler, SO-PA; Willie Witters, DCDR; Ray Feller, SO-MT; Connie Cosgrove, SO-PB; Mark Campbell, SO-SR; Dan McConnell, FSO-MT for 23-6 and Bill Smith, 23-6 arrived on Station at 0730 for a start time of 0830. A few delays with entrance to the flight line hanger caused a delayed start. Ray Feller was the presenter for the first group and he began instruction while the other team members set-up the display and hand-outs. Dan McConnell presented the briefing during the second session and Roy Culley the third. Bill Smith held up the safety items as the instructors discussed them.

The display consisted of a board that Bill Smith had put together of all the safety gear needed to pass a vessel safety check. We had several different types of life jackets available as well as a float coat and mustang. At the end of each session participants had the opportunity to ask questions

and take handouts. Besides safety pamphlets we had flying disks, pencils, pens, and coloring books and crayons they could take for their children.

*Connie Cosgrove*

SO-PB 23



Photos by Connie Cosgrove, SO-PB and Willie Witters, DCDR.

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## Marina Welcomes Coast Guard Auxiliary Vessel Examiners

Coast Guard Auxiliary vessel examinations are back in full force! Flotilla 23-01 held its first community vessel examination day on Saturday, June 12, 2021. Requested by Annapolis Landing Community Marina's manager, Matt Gervaise, the three-hour event resulted in 23 vessel exams by Leonard Butler, FSO-VE; Dave Sire, FVC; Ed Martin, FSO-NS; and Alberto deCapitani.

"Each vessel examiner checks 10 basic safety items," explained Leonard Butler, "but we also look to compliment owners about their vessels. We share a love of boating; that's our connection."

The examination of boating safety equipment showed well-equipped boats on Saturday. Auxiliary vessel inspection is an annual event at this marina, and owners know what equipment is required, noted Dave Sire. The Auxiliary is out there to help the public, even to the point of providing missing safety items.

"Vessels over 26 feet in length need to have pollution, MARPOL (trash), and oil discharge placards, and some owners don't know this," Sire said. If vessel examiners find placards missing, they can provide them on the spot. Sire has provided them a few times over his years as a vessel examiner.

One of the more common needs identified in a vessel examination is replacing distress signal equipment that has expired. Some owners forget to check expiration dates on flares: handheld, launcher, and/or smoke.

Auxiliarists praised Gervaise's prep: separate lists for each examiner with slip locations simplified examiners' work. Gervaise even greeted Auxiliarists with coffee and donuts. Gervaise knew there was a need for vessel examinations because marina slip occupancy changed from 17 open slips in 2019 to a current waiting list. Some new boaters took advantage of Saturday's vessel examination opportunity. Butler said Auxiliarists answered

many new and seasoned boaters' questions regarding recreational boating safety. He has another vessel examination event planned for June 26 at Epping Forest Boat Club on the Severn River.

*Susan Casler*

FSO-PA  
23-01

## Night at the Museum for Friends with Disabilities

Night at the Museum for Friends with Disabilities was held on 14 May from 5-7 p.m. The weather was warm, sunny and gorgeous.

Fun night for families with special needs is offered in cooperation with Calvert County Parks & Recreation Therapeutic Recreation Services. The museum is open exclusively for individuals with special needs and their families or caregivers.

Visitors enjoyed the skates and rays, fish, fossils, maritime history, and had fun in a relaxed and supportive environment. They were able to learn about river otters and board the Wm. B. Tennison for a 30-minute cruise.

Bill Smith from Flotilla 23-6 represented the Coast Guard Auxiliary at a safety booth. Bill said, "I provided and spoke with many of the guest about boating safety and handed out coloring books, pencil, and crayons. I displayed and showed different types of Life Jackets. I passed out the orange decals to apply to boats, paddlecraft, kayaks and all water craft as well as other safety literature"

Approximately 90 to 100 people attended. Some people asked about the Coast Guard Auxiliary and I gave them the information pamphlets and spoke to them about what we do.

*Connie Cosgrove*

FSO-PA



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## 82ND BIRTHDAY OF THE UNITED STATES COAST GUARD AUXILIARY

Happy birthday and congratulations to all United States Coast Guard Auxiliarists on your 82 years of devoted service to a grateful United States Coast Guard and maritime public.

The U.S. Coast Guard Auxiliary has forged a rich heritage and stellar reputation since its creation in 1939 when Congress established an organization of volunteers to promote boating safety in the United States and augment the U.S. Coast Guard. As the years have passed, the scope of Auxiliary support of Coast Guard units and missions has incredibly expanded, surpassed only by the enthusiasm, dedication, and compassion of Auxiliarists themselves.

In our 21st century Coast Guard, it is not surprising to find Auxiliarists delivering interpreter and translation services in dozens of foreign languages, honing cyber skills to assist the defense of Coast Guard information systems, and providing vital religious ministry support to the District Chaplain community, in addition to exercising their traditional roles and recognized strengths in recreational boating safety, search and rescue, and public outreach. This year we also celebrate the Auxiliary's commitment to service throughout the COVID-19 pandemic. Despite the extraordinary challenges presented, Auxiliary personnel made significant impacts nationwide. Whether flying medical supplies to those in need in remote locations, supplying critical health services support to Coast Guard clinics, or furnishing compassionate chaplain support at Coast Guard units, the Auxiliary consistently answered all bells and facilitated Coast Guard response across the board.

Even more impressively, the Auxiliary employed remarkable flexibility in adapting to the necessities of a virtual environment. The Auxiliary rapidly and creatively leveraged technology to successfully conduct more than 1,000 virtual unit elections integral to the continuity of Auxiliary leadership. It also successfully held its first-ever

online Auxiliary National Board meeting in which the Vice Commandant and I were privileged to participate.

The Auxiliary's steadfast determination and remarkable ingenuity are hallmarks of National Commodore Alex Malewski's Watch Words, "Ready, Resourceful, Resilient." The Auxiliary sets the standard we can all appreciate and emulate in our quest for mission excellence. I am extremely proud of our Coast Guard Auxiliary. Please join me in recognizing this significant milestone in a long and distinguished history of service by congratulating our Auxiliarists for their outstanding performance and 82 years of exceptional adherence to our defining core values of Honor, Respect, and Devotion to Duty.

Semper Paratus.  
ADM Karl L. Schultz  
Commandant

Editor's note: the above was received email through the messaging system

## RESUMPTION OF IN-PERSON AUXILIARY C-SCHOOLS – REVISION TO CG-BSX POLICY LETTER 21-01

To all Coast Guard Auxiliary Personnel:  
On 24 June 2021, the Chief Director of the Auxiliary signed the first revision to CG-BSX Policy Letter 21-01, Resumption of In-Person Auxiliary C-schools. The purpose of this policy letter is to provide expanded guidance for the resumption of in-person Auxiliary C-schools as restrictions and limitations imposed by the COVID-19 pandemic evolve. Auxiliarists vaccinated against COVID-19, as well as unvaccinated Auxiliarists, are now authorized to attend in-person Auxiliary C-schools subject to provisions of this policy letter. The policy letter can be found on the Coast Guard Chief Director of Auxiliary (CG-BSX) website at: [CG -BSX Policy Letters](#).

Editor's Note: The above was received email as ALAUX 021/21



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## Calvert Country Board of Commissioners Proclaim NSBW

On 11 May 2021 the Calvert County Board of Commissioners (BOCC) proclaimed 22-28 May National Safe Boating Week in Calvert County. Connie Cosgrove, Flotilla Staff Officer for Public Affairs and William E. Smith of Flotilla 23-6 accepted the proclamation which was read by Commissioner Steve Weems. Commissioner Weems asked Mrs. Cosgrove to say a little bit about the Auxiliary and safe boating.

Mrs. Cosgrove explained that the Coast Guard Auxiliary are the volunteer members of Team Coast Guard. She said, "The Auxiliary teaches safe boating classes, conducts vessel safety checks (VSC) where we check to make sure your boat is equipped with all the safety items required by the Federal and State Government. "

She told the BOCC that we also do safety, regatta and marine safety patrols. We provide safety literature to the boating public at public events and marine stores and other places the boating public visits.

Mrs. Cosgrove said "Every year many boaters lose their life in boating accidents that could be avoided if they knew and paid attention to safety. The number one leading cause of boating fatalities is still people not wearing a life jacket, commonly

referred to as a PFD (personal flotation device). Life jackets now common in many styles and colors that are more comfortable to wear. Another cause is boating while intoxicated. A person becomes more intoxicated quicker on the water when they consume the same amount of alcohol on land. When intoxicated there can be confusion in colors, especially red and green, the color of the navigational markers."

Mrs. Cosgrove told the BOCC that the federal government now requires a kill switch be attached to you at one end and the other end on the keys in the ignition on certain boats. If you are thrown overboard for any reason this will cause the boat to stop and not go in circles around you and possibly run over you with the propeller.

Commissioner Steve Weems thanked Auxiliarists Cosgrove and Smith and all members of the Auxiliary for their service.

*Connie Cosgrove*

FSO-PA 23-6

Pictured above left to right: Commissioners Kelly McConkey, Thomas Hutchins, Steve Weems, Vice President, Connie Cosgrove, Flotilla Staff Officer for Public Affairs, William E. Smith, Coast Guard Auxiliary Flotilla 23-6, Commissioners Mike Hart and Earl (Buddy) Hance, President.

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## COVID-19: updated mask guidance for vaccinated personnel

A. Interim CDC Public Health Guidance for Fully Vaccinated

People, DTD 13MAY2021

B. COMDT COGARD WASHINGTON DC 181744Z FEB 21/ALCOAST 059/21

C. COMDT COGARD WASHINGTON DC 022150Z FEB 21/ALCOAST 040/21

1. In accordance with REF (A), fully vaccinated Military, Civilian, Contractor, Non-Appropriated Fund employees, Auxiliary, and visitors who are at least two weeks beyond their final dose are no longer required to wear a mask indoors or outdoors onboard federal facilities, Coast Guard cutters, small boats, and aircraft. All Coast Guard personnel must continue to comply with CDC guidance regarding areas where masks should be worn, including within airports, certain health care settings, and public and private mass transit. Personnel who are not fully vaccinated must continue to follow applicable Coast Guard mask guidance, including continuing to wear masks indoors. The Coast Guard will review and revise applicable Health Protection guidance to address the new CDC guidelines.

2. Commanders and supervisors may verify military members vaccinations status through CGBI.

3. Commanders and supervisors should not ask about a civilian employee's vaccination status. They also should not use information about a civilian employee's vaccination status to make decisions about how and when civilian employees will report to a workplace instead of teleworking.

4. Members and employees must still follow all applicable Local, State, and Federal mask requirements.

5. REFs (B) and (C) Guidelines still apply for non-vaccinated or partially vaccinated persons.

Editor's Note – the above was received in email through the chain of leadership

## QE CHECK RIDE TASK EXPIRATION DATE EXTENSIONS

Ref: (a) ALAUX 032-20 Auxiliary Currency Maintenance Changes for 2020

(b) Auxiliary Boat Crew Training Manual, COMDTINST M16794.51A

1. Reference (a) announced specified currency maintenance task expiration dates in CY 2020 were extended to the end of CY 2021 including the triennial qualification examiner (QE) check ride task for surface operations competencies. For some districts, extension of the QE check ride task expiration dates creates an unmanageable CY 2021 workload that exceeds capacity to conduct required QE check rides. This check ride workload issue, if not addressed, will repeat itself in 2024.

2. Effective immediately, all QE check rides that were last completed in 2018, 2019, and 2020 will have their task expiration dates extended by one year in AUXDATA II (e.g., if a check ride was last completed in 2018 and is due by the end of 2021, then the expiration date is extended by one year to 2022). QE check ride expiration dates will be updated in AUXDATA in the near future.

3. This extension does not include QE check ride tasks that were waived/extended by reference (a), **nor is it a blanket waiver to exempt surface operators from having to complete a check ride.** It allows districts to manage their risk, proficiency and check-ride workload by prioritizing their most urgent check rides. If a district has the capacity to complete all QE check-rides which have task expiration dates in CY 2021, then they can coordinate their QEs to do so. Once a check-ride is completed and the task is entered in AUXDATA II, the new expiration date will automatically be set to the end of the third year from the date of the new QE check-ride per reference (b).

4. There is increased risk when QE check-ride expiration dates are extended. Districts and all levels of the Chain of Leadership and Management

(Continued on page 11—see check ride)

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(Check ride—continued for page 10)

must employ appropriate strategies to manage and mitigate any increased risk.

5. Questions must be sent through the Chain of Leadership and Management (COLM).

Editor's Note – the above information was received through email

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## NEW CHIEF DIRECTOR OF AUXILIARY

To all Coast Guard Auxiliary Personnel:

It is a true honor to relieve the watch this week as your Chief Director. Since 1939, the Coast Guard Auxiliary has had and will continue to have a myriad of ever-evolving missions that includes our ultimate responsibility to promote and improve Recreational Boating Safety as well as provide the Coast Guard with high quality operational, administrative, and logistical support. This is an incredible and humbling responsibility to shoulder, and one that requires an unfailing commitment to excellence in mission execution and support. I look forward to leading this highly motivated and talented group of 23,000+ Auxiliarists!

I can still remember the first time that I was introduced to the Coast Guard by a Coast Guard Auxiliarist in my home town of Plymouth, Massachusetts. I am forever grateful for this introduction and experience. Over the past 21 years, I've had the privilege to serve my country and the Coast Guard as both an Aviator and Aero Engineering Officer. I've led Coast Guard personnel in both operational and mission support roles. Now, as your Chief Director, I look forward to learning more about your missions and working with National Commodore Malewski and his staff to carry out the goals laid out in the Auxiliary Strategic Plan for us by Admiral Schultz and Commodore Malewski.

When I'm not in uniform, I'm a family man and I enjoy spending quality time with my wife Sara

and four children that are between the ages of 20 and 8. We recently moved to Charlotte, North Carolina and enjoy numerous outdoor activities to include boating on Lake Norman. To find out a little more about me, please visit my Biography page at: CAPT GLENDY BIO

Ladies and gentlemen, you have my commitment that I will strive to work with you and lead in a way worthy of our mission, your respect, and the sacrifices that so many of you have made and continue to make to keep us safe and worthy of the public trust. Thank you for your dedicated service and commitment to our nation, Semper Paratus!

Sincerely,  
Captain Troy P. Glendy  
U.S. Coast Guard  
Chief Director of Auxiliary

Editor's Note: the above was received email as ALAUX 023/21 message.

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## UPS now a partner with the Auxiliary

**UPS now salutes your service in the Coast Guard Auxiliary by offering you up to 50% savings every time you ship. You get the following:**

**10% on UPS Next Day Air Early  
50% on Domestic Next Day/Deferred  
30% off Ground Commercial/Residential  
Savings begin at 75% on UPS freight shipments over 150lbs  
UPS smart pickup service for free  
Checkout the savings deals on international shipping**

**Go to the AuxA UPS link at  
[www.savewithups.com/aux](http://www.savewithups.com/aux) or call 1-800-MEMBERS, M-F 0800-1700**

Editor's Note: The above was received email through the messaging system. Go to the above website and set up a UPS account. This will allow you to ship with the discount.

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## AIS Transmitters on Auxiliary Facilities on Trial Basis

The Sector M-NCR Command Center has agreed to experiment using Automatic Identification Transmitters on Auxiliary facilities to enable the Command Center to know the real time location of the Auxiliary facility when it is on patrol under Orders.

The Coast Guard is hoping this experiment will enable the Command Center to have a better overview of Auxiliary locations so they can more effectively respond to Search and Rescue (SAR) activities and other requests for Auxiliary on scene presence.

The Coast Guard has purchased 12 AIS transmitters for issue to selected OPFAC's. We hope the placing of AIS transmitters onboard the Auxiliary vessels is successful so that the program can be expanded to include additional Auxiliary vessels in 2022.

The screenshot (below) was taken on May 26, 2021 during the Blue Angels event. The white squares show Auxiliary vessels with AIS Transmitters on board providing safety zone support in Annapolis Harbor.

*Marie Squillace*



## District holds Hurricane Preparedness Exercise

District 5 Southern Region (D5SR) conducted a Hurricane Preparedness exercise from 12 - 14 July. Coast Guard Sector M-NCR, Sector Virginia, and Sector North Carolina Units participated in the exercise. The purpose of the exercise was to assure all D5SR Coast Guard Divisions were prepared to conduct SAR and evacuation requirements that may be needed in the event of a hurricane passing through the District during the 2021 Hurricane Season.

The Sector M-NCR portion of the exercise was led by the Incident Commander, CAPT David O'Connell - Sector Commander, and CDR J. Bendle - Deputy Sector Commander. The three-day exercise was attended by Sector Active Duty, Reserve, Coast Guard Academy Cadets, and Auxiliary personnel at Curtis Bay. The Auxiliary was represented by John Fewer - Auxiliary Sector Coordinator, Philip Wentz, DSO-OP, and LeRoy Culley, 23-03 Flotilla Commander.



The Incident Command Post was manned by the Incident Management Team in accordance with the processes and procedures established by the Department of Homeland Security. All Auxiliarist are encouraged to take the on-line ICS 300 Incident Command System to familiarize them with how the Incident Command Post is organized when a large-scale incident occurs.

*John Fewer*

Auxiliary Sector Coordinator



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Thank you to all the members of  
23-01 and 23-03



As some of you may know, I will be departing Station Annapolis for my next assignment as XPO of Station Hobucken in North Carolina. As I prepare to depart, I wanted to take

this time and express my deepest appreciation for the Coast Guard Auxiliary.

Over the course of the past 3 years, I have had the pleasure of working with the upmost professional, dedicated and outgoing members of the Auxiliary. I have witnessed your response to Search and Rescue cases, dedication to safety patrols for marine events, witnessed several Change of Watches, and even attended your meetings. I highly enjoy our talks in our watch room, joking about the CAPS or hearing about your lives and experiences. I have enjoyed working with you on mock boarding's and having you serve as a "High Value Asset" for our Tactics training.

Your dedication has recently been brought to the fore front of members at Sector Maryland NCR with 2021 Blue Angels and the AUX "Stand up". Over the course of the past year, we have all faced trials and tribulations. You have shown your willingness and time and time again. We have welcomed back our Qualified Watch standers, and with the dedication of your many many members, we have inspected, re-qualified and have already requested your help.

This year's Blue Angels safety zone in my opinion went extremely well! I cannot thank you enough for your support to this unit. This station and even our surrounding stations could not operate without you. I also would like to thank my AUX Liaisons for their knowledge, experience and most of all willingness to put up with me! Mr. Jim Beyea, Mr. Jim Farrell, Mr. Darian Pringle and Mr. John Fewer, you all have been amazing, to not

only get to work with but also get to know on a personal level.

I will be departing Station Annapolis on July 9<sup>th</sup>, but in the meantime please feel free to contact me with anything! If you are ever in New Bern NC over the next few years feel free to reach out.

Again, I cannot express how much I have loved working with you all, and how much I appreciate each and every one of you!

Very Respectfully  
BM1 Justin M. Evans  
Operations and Training Petty Officer  
USCG Station Annapolis

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## Auxiliarist Kirby Garland Shares His US Navy Experiences, and Thoughts on the US Coast Guard Auxiliary

Over the past two and a half years I have had many occasions to work with Auxiliarist Kirby Garland, at both the Flotilla and Division levels, and in varying capacities.

Initially we collaborated to support one another as SO-VE and SO-PA of Division 23. Having done so, I had the opportunity to learn about Auxiliarist Garland's background and experiences in the US Navy, and in Vietnam. I was interested in his perspective having served in combat, and then as a volunteer in relation to small boats, so I asked and was granted an interview.

**Question:** How long have you been in the Coast Guard Auxiliary and what attracted you to it?

**Answer:** "I have been with the Coast Guard Auxiliary for over 18 years. I always wanted to be involved with an organization that would support people, especially on the waters. I saw an advertisement while shopping at a West Marine Store for merchandise for my boat. I called the recruitment number and made an appointment

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with a Coast Guard Auxiliarist named John Bush; an African American man, who I believe was the Vice Flotilla Commander, and later Flotilla Commander of Flotilla 15-03. I told him about my naval combat career and experiences in Vietnam and he expressed to me that the Auxiliary needed more African Americans to serve in Flotillas. I felt that this would be a good opportunity for me to give support to promoting boating safety knowledge, and techniques since boating is my passion.”

**Question:** What positions and roles have you had over your Auxiliary career, and how have you benefited by being a member?

**Answer:** “I served as a trainee on many boating assignments with Auxiliarists like John Bush, John Fewer, and others who needed crew assistance. I have supported aids to navigation missions, served as a vessel examiner and supported public affairs events. Currently I am a Staff Officer for Vessel Examinations for my Flotilla and the Division. I began as an appointee of then Division Commander, John Fewer.



Currently I am also serving as Vice Flotilla Commander of Flotilla 23-03.”

**Question:** I understand that you served in Vietnam as a member of the US Navy. Please share a little about that experience.

**Answer:** “It began with me joining the ROTC in high school. While still in high school my mother agreed to sign for me to join the Navy in 1963. After attending Navy Basic Training at Great Lakes Naval Training center as a Reservist, I drilled every month at the Washington Navy Yard while pursuing a degree in music at Howard University, and working for the US Postal Service.

During 1967 and 1968 I trained on Destroyers in the Atlantic. In 1969, I was sent to the Navy base

in Vallejo, California where I trained on small boats in preparation for Vietnam.



I served in Vietnam from October 1969 until November 1970. I was assigned to the River Warfare Division number 13, in Dong Tam, South Vietnam where I piloted naval gun boats, and served as a gunner on 20mil-

50 Cal and 30cal guns for 7 months. I was credited with over 25 firefights. I was then promoted to be an Advisor to the Vietnamese Navy in Ha-Tien, on the boarder of Thailand and Cambodia. I continued going out on patrols and calling in air-strikes with the help of Huey and Cobra helicopters to intervene in our firefights with suppressing fire; occasionally worked with the Navy Seals.

After my tour in Vietnam, I returned to the Naval Reserve and was honorably discharged in August of 1974.

**Question:** What would you like to accomplish in the Auxiliary in the future and what type of things, if any would make your Coast Guard Auxiliary experience more fulfilling?

**Answer:** “I would like to continue my work with the Coast Guard Auxiliary and provide service where I can until it is time for retirement.”

**Question:** Would you recommend serving in the Coast Guard Auxiliary to other Veterans?

**Answer:** “I would encourage any citizen or veteran who has an interest in providing service and support to the Coast Guard Auxiliary, or even the other parts of the Coast Guard to join and devote as much time as possible in helping to keep our waterways and boating public as safe as possible.

*Roy Culley*

SO-PA

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## Ocean Station Bravo

In 1971, my first assignment in the Coast Guard was on the USCGC *Hamilton* (WHEC-715)



homeported in Boston, Massachusetts. In mid-December we were scheduled to relieve another cutter on Ocean Station Bravo located in the Labrador Sea. Bravo was one of four, 210-square mile ocean stations in the Atlantic that the Coast Guard manned 365 days a year, with another two in the Pacific.

To say that the Labrador Sea is cold in the winter would be a gross understatement. In that region of the globe the typical seasonal daytime high was well below zero with daylight lasting only a few hours. Our job was to report weather observations and to provide navigation, communication, and search and rescue services as needed to any ships or aircraft.

On January 3, one of the crew was diagnosed with appendicitis. Although the *Hamilton* had a state-of-the-art sickbay, our sole medical staff consisted of a First Class Corpsman fondly known as 'Doc'. Upon hearing of the situation, the Captain asked Doc if he was willing to perform an appendectomy with any assistance from the crew. With a major storm and heavy seas imminent, Doc was disinclined since the sailor probably would not have survived an operation under those conditions. Upon the direction from the doctors at Base Boston, he packed the seaman in a bathtub of ice to keep his body temperature down and the

appendix from rupturing. Over the ship's speakers came the dreaded announcement, "Batten down the hatches," as we then proceeded at top speed on an odyssey voyage to St. John's, Newfoundland and the nearest hospital.

Imagine the wildest, most terrifying theme park ride there could be and that was what we experienced. The ship almost lost a lifeboat which tore off one of its davits, along with a number of radio antennas that ripped right out from their mountings. To try to sleep that night we literally tied lines across our bunks to

keep from rolling out onto the deck. The cooks were unable to prepare any hot food, but no one dared to complain. We were all just too preoccupied in the race against the clock.

All throughout that time Doc stood watch over the sailor in sickbay, with an occasional relief from one of the crew. In retrospect, he had the ultimate responsibility for each and everyone's life onboard the *Hamilton* if they were ever sick or injured. Doc took that responsibility very seriously.

We finally pulled into St. John's where an ambulance was waiting on the dock to make the transfer. We quickly refueled, made some repairs and left to go back on station. The sailor recovered and later reported back to the ship in Boston. He said that after the operation the hospital staff had treated him like royalty-being a Coastie and knowing what that job entailed in their part of the world.

We made three other Ocean Station patrols that year which fortunately, were nowhere near as exciting.

*Frank Voltaggio*

FSO-PB