

# Chesapeake Chatter

## Division 23 5SR

The USCG HQ Band "The Capitol Cuers" provided the music recently for the USCG "Flag/SES Hail & Farewell", held at the O Club at Joint Base Anacostia-Bolling. Paul Deafenbaugh (back row – second from right) is the only Auxiliarist who plays with the Capital Cuers. Paul is a member of Floilla 23-3. The director is Steve Wolf, USCG LCDR (Retired) - trumpet player on the right, next to the two sax players. The remainder of the Capitol Cuers are long-time members, some still active duty CG, and some HQ civilians, some retired. Paul has played with a few of them



Pictured left to right

Front row: Commissioner Tom Hejl, James Johnson - Floilla 5 Officer (FSO) for Program Visits; Reid Sprague - Vice Flotilla Commander, 23-6; Harry Scofield - FSO for Human Resources; William Smith - Flotilla 5 Officer for Publications

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Division 23

Volume 10 Issue 2

Summer 2018

Judged 5SR Runner-Up Division Publication for 2016



The spring me boat crew quali on classes are winding down. Request for QE shore-side oral and underway check rides have been conducted during July. Once again, special thanks goes out to Jim Farrell and John Sill for teaching the

boat crew classes. Equally, we thank all the instructors that assisted Jim and John. Coxswains and boat crew members are reminded to check with their FSO-OP when their three year reception check ride is due. Don't wait until the end of the summer to request a QE.

The Maryland summer that we all know finally arrived and boaters are out on the water everywhere. Unfortunately, as of this morning, twelve paddlers / boaters have lost their lives in water-related accidents. Statistics reveal that a higher percentage of Spanish language boaters are being involved in boating accidents. An extra effort is needed to remind boaters to wear their life jackets – mom and dad as well as the kids. Vessel Examiner's are urged to discuss with boat owners the need for wearing life jackets when they are away from the dock.

Division 23 is partnering with Sandy Point State Park (Nancy Gardner) and the Department of Natural Resources (Julie Brown) to promote boating safety at Sandy Point State Park and the surrounding waters. The month of August will be dedicated to onshore as well as on the water distribution of safe boating literature on weekends throughout the month. Margaret Butler – SO-PE & DV is coordinating the onshore distribution of safe boating literature – printed in English and Spanish. It has recently been brought to my attention by the Gold Side that Auxiliarists need to pay closer attention to how they wear the Coast Guard Auxiliary Uniform. Observations include our wearing small, faded and frayed uniforms.

We should all be proud and honored to be authorized to wear the Coast Guard uniform. While some of us may not be as young and fit as the Gold side, we should I assure that we pay attention to the condition of our uniforms when we are wearing them.

Check your uniform and don't be embarrassed to tell a shipmate that the uniform they are wearing needs attention - when you see it!!

*John Fewer*

DCDR

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## Voluntary Request for Certification Termina

Life happens to us all and sometimes it helps to take a step back. Now you have a form to help with that step. There are many personal reasons we have for doing what we do in the Auxiliary. Sometimes we just know that some values move beyond our abilities and we need to make a change.

There is now a voluntary request form for termination of certification which allows each individual member to decide for themselves what their level of participation should be and to make the necessary changes. The form is posted to the D5S website - members only - District Documentation section.

The Document Routing Guide has been updated with this and the training request form.

Editor's Note: The above was received from District Chief of Staff Michele Thornton through email

### Editors Note

I would like to apologize for the tardiness of this Issue of the Chatter. Since the beginning of June my life was taken over with my aunt having a stroke and then at the end of June her sister, my Mom was taken seriously ill and passed away on 11 August. I plan to have the next issue out on September. I will go to press by the middle of October. All events that were sent to me from August will appear in that issue.

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## 2017 Board &

**DCDR:** John Fewer  
**VCDR:** Willie Wiener  
**IPDCDR:** Dale Helms  
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Marie Squillace, Floila Commander  
Michael Adams, Vice Floila Commander  
**23-2 - Solomons**  
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Reid Sprague, Vice Floila Commander  
**23-7 - Herring Bay**  
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Christopher Jensen, Vice Floila Commander

## Division Sta

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SO-DV (Diversity) - Margaret Butler  
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SO-IS - Ronald Hillard  
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SO-SR - Vivian Gallups  
SO-VE - Kirby Garland

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1 October 2018

Artes 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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## In Memoriam

On May 30, 2018 Commodore Robert J. Birrane, Sr. crossed the bar after serving thirty-one years in the United States Coast Guard Auxiliary. Bob was twice elected Commodore and was a well-known figure to those in the 5<sup>th</sup> Southern District. He contributed an immense number of hours over his career in support of the Auxiliary and its missions.

Commodore Brianne, along with his brother Ed Birrane and John Cosgrove were responsible for the MD reduction on income tax being given to Auxiliarists who are over 50 years of age with a minimum of 50 points and who has been a member for 36 months. He and John Cosgrove organized the first dinner cruise out of Annapolis for Auxiliarists in what was known at that time as the "Northern Area".

Bob was not only the DCO but he was our friend. I am glad to have known Bob and enjoyed all the good times we had at public events, change of watches, and District conferences.

A funeral mass was held at St. Joseph's Catholic Church, Fullerton, Maryland on Tuesday, 5 June and he was laid to rest at the Dulaney Valley Memorial Gardens in Timonium, Maryland

*Connie Cosgrove*

Editor

*Frank Voltaggio*

FSO-PB 23-7



Left to right—John Fewer, DCDR; CDR May; Paul Feinberg, FC; Paul Mills and Willie Wilers, DVCDR

## US Coast Guard Auxiliarist is Awarded the 50 Year Service Award

As Florida Commander, I recently had the privilege to award one of my members the 50 Year Service Award along with my District and Division leadership. His name is Paul Mills, and he joined the Auxiliary on 06/23/64 when we were still part of the US Treasury Department. What an opportunity, I thought, to get some true historical perspective on the Auxiliary.

You could say that Paul Mills' story began with a man named Larry Vita who started a company that designed houseboats. He partnered with Frank Sinatra and drove a blue Cadillac with the top down according to the Union Tribune (Knight Ridder Newspapers). In 1959, Vita happened to pilot a boat he made called the D Wood down the Intracoastal and docked it near the Fontainebleau hotel in Miami Beach. A Warner Bros. producer happened to be in town, scouting locations for a new TV series called "Surfside 6" that ran on ABC from 1960 to 1962.



Continued on page 5—see Mills

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Vita then started a line of these Houseboats and named them after the “Surfside 6” TV series. The houseboat design was unusual. Instead of a bulk headed hull, he built a series of interlocking, airtight boxes from plywood, which were then coated in fiberglass. If one box got punctured, the others maintained buoyancy and stability. This was a good thing because the hull had to support a fully furnished ranch house, sometimes with a full bathroom and kitchen, a dining room table and a vanity in the bedroom.

So, how does this relate to our friend Paul Mills? Well, Vita got credit and built 20 ongoing missions for the US Coast Guard. In fact, the New York Times reported on May 11, 1963 that two search and rescue missions were launched as part of a Coast Guard experiment to save thousands of dollars. They described the ongoing missions as double decked 60 feet long and 28 feet wide to accommodate ten men. Each mission included a 30-foot, high-speed patrol boat and a 16-foot trailer for rescue work. The two were put to service in July of that year, one at Fort Myers, Fla., and the other in Virginia.

It was the ongoing mission from Virginia that ended up landing at the end of 2nd Street (Back Creek side) in Eastport Annapolis (Vosbury’s Marina), and the one on which Paul Mills served. Vosbury’s Marina, by the way, was founded by Richard F. Vosbury and operated from 1961 to 1972.

The \$45,000 ongoing mission was to replace the equivalent of a \$200,000 USCG land based unit. “We simply are experimenting with the missions now,” Capt. R. R. Smith, Coast Guard Chief of Inspections, said in 1963. “We don’t know if these two will work out to our benefit.” Each boat included galley, recreation room, officers’ quarters, crew’s quarters, radio room, laundry room with washer and dryer and two bathrooms.

In 1964, during the time the ongoing mission was in Annapolis, the Washington Post reported that USCG Flo-la 2-10 was assigned to patrol and rescue duties during West River Sailing Club’s

Annual Labor Day Weekend regatta. In describing the Auxiliary, the author (Aubry Graves) wrote “their pleasure came in protecting the lives and property of fellow human beings who share with them a love of the water.”

“The Auxiliary men’s services are voluntary. For the wear and tear on their boats, they receive no compensation. No income tax benefits are derived. The U.S. Coast Guard pays them for the gasoline they burn and the meals they eat while on duty but beyond that they reap no financial rewards.”

Flo-la 2-10 that the article referred to was Paul Mills’ Flo-la at the time. In fact, Mills noted that his Flo-la would patrol a sailboat race in West River every year. He said the Coast Guard sent a regular Coast Guard person to his house on South River to be on his boat the day of the race. On this one particular race, the regatta involved small sailboats (1 or 2 person boats) and about the time they would pass Thomas Point Light [the boats would] turn over by the heavy winds at the time. Mills said “I think we righted over 20 [that day] and got the crew back in [each]. Saturday they raced all day in the West River and at night they would have a chicken dinner at the West River Sail Club. Sunday it was back to racing.”

Mills became Communicator, so he was on patrol almost every weekend. Sometimes the Coast Guard mission in Baltimore would send a CG Cutter down to West River and put CG personnel on Flo-la 2-10’s boats to patrol any given event. Back then Mills said they only had 3 radio frequencies.

“I [also] used to go out to Thomas Point Light House before 1986 when it was manned and talk with the CG personnel. They would ask me if I would take them ashore to buy food and I would, but I think they just needed cigarettes.”

By 1 February 1967, Mills was transferred into Flo-la 11-04, referred to as the Middle Western

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(Mills—continued from page 5)

Shore Division. In 1968, he became Commander of Flo 11a.

"We were all out looking for tow jobs that we could tow to the nearest marina. All the Auxiliary boats had tow lines already made up. We would use the 2 stern cleats on the CG Aux vessel and the bow cleat of the boat being towed."

When asked what motivated him originally to join the Auxiliary and how different were things in those days, Mills said, "I would see a group of US CG Auxiliary vessel examiners go to different marinas and do vessel inspections. I would also watch the CG Auxiliary tow disabled vessels and this impressed me enough to join." As for things that are different, Mills said uniforms were khaki, dues were \$20 by 1990 and there seems to be fewer females in the Auxiliary these days."

Paul Mills' health has prevented him from being on the water as much these days, but he dutifully pays his dues each year and remains active. We are proud to have him in Flo 11a 054-23-04, South River, as is the District who awarded him his 50-year service award. In fact, our new Director of the Auxiliary of District 5, Southern Region, CDR Eric May, was present as Flo 11a 23-04 celebrated his 50 years of service.

Bravo Zulu, Auxiliarist Paul Mills!

*Paul Feinberg*

Flo 11a Commander 23-4

*I would like to thank Mr. Matthew J. Boylan, Senior Reference Librarian, at the New York Public Library who was able to help me find some of the rare material used in this release, not available on the web. For more information, got to ASK NYPL.*

## Awards

Since the last issue of the Chatter the following members have earned awards. Congratulations!

### 50 Year Service Plaque

Paul Mills, 23-4

### Auxiliary Annual Service Performance Award for service in excess of 30 Public Education Hours for the Year 2017

Lynn Disque – 23-3

Ray Feller, 23-6

### Sustained Auxiliary Service Awards

750 hours, 1<sup>st</sup> award

Raymond (RT) West, 23-6

2250 hours, 3<sup>rd</sup> award

Lynn Disque and Dorothy Neiman, 23-3

Willie Waters, 23-6

3000 hours, 4<sup>th</sup> award

John Fewer, 23-3

Mark Campbell, 23-6

3750 hours, 5<sup>th</sup> award

John Fewer and Mark Bertacchi, 23-3

4500 hours, 6<sup>th</sup> award

Don Parker and Dale Helms, 23-3

Bill Smith, Dave Keyser, 23-6

15,000 hours (since October 1987), 11<sup>th</sup> award

Connie Cosgrove, 23-6

### Membership Service Award

5 years

Muriel Garmen, Patricia Napoli and Kathleen Sullivan - 23-1

Joseph Espino, 23-3

10 years

Leonard Butler, 23-1

Ryan Hancock, 23-2

Bruce Petro, 23-4

Reid Sprague, 23-6

15 years

Walt Discenza, Dale Helms and Timothy Connor, 23-3

Bill Smith, 23-6

20 years

Dave and Eleanor Keyser, 23-6

25 years

Kent Holmes and Shawn Moore, 23-2

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## The Great Chesapeake Bay Swim

Sunday, June 10<sup>th</sup> saw the running of the Chesapeake Bay swim event held over due to rain storms the previous Sunday which forced the postponing of the event

The Great Chesapeake Bay Swim is an annual occurrence that is usually scheduled for the second Sunday of June and consists of a 4.4 mile free swim across Maryland's Chesapeake Bay. The race starts from the shores of Sandy Point State Park and extends eastward between the two spans of the William Preston Lane, Jr., Memorial Bridge (U.S. Highway 50). It then ends at a small sandy beach on Kent Island



immediately south of the bridge next to Hemingway's Restaurant.

As in past years, the Coast Guard Auxiliary has supported this event by supplying picket line vessels to keep local boaters out of the exclusion area and at a safe distance from the swimmers.

The swim is a charitable fundraiser organized for the Maryland Chapter of the March of Dimes with the net proceeds going to aid the campaign for healthier babies by funding research to stop premature birth, birth defects and infant mortality.

All swimming applicants must have the proper training and open water experience to be accepted. The race is limited to 600 swimmers competing in two waves 15 minutes apart. For additional safety, wetsuits are allowed and encouraged to be worn.

This year's swim took place with swimmers from 34 states. The key winners were Patrick Donahue, 44, of Bethesda, Maryland and Kelsey Cashman, 16, of Annapolis, Maryland who was the first woman to make it to land, and 10th overall in the race.

*Frank Voltaggio.*

FSO-PB

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## 23-7 Vessel Exam Day

On Sunday May 6<sup>th</sup>, members of Flo la 23-7 conducted their annual Vessel Safety Exam Day with the United States Power Boat Squadron at Skippers Pier Restaurant and Dock Bar in Deale, Maryland. Auxiliarists Ray Walsh, Chris Jensen, and Travis Ball conducted VEs with Patrick and Sherry Marnell participating as trainees.

As in years past, the owners of Skippers were very appreciative of the USCG Auxiliary coming out to conduct vessel exams for the local boaters. The weather forecast was for some rain, so most owners decided to show up by car rather than risking getting caught in the storm.

All in all, the members conducted six Vessel Safety Exams that day. Bravo Zulu to all who supported this event!

*Travis Ball,*

FSO-VE



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## Flo la 23-03 graduated twenty seven

Flo la 23-03 graduated 27 through its 2018 Sailing Skills & Seamanship and Bo ng Skills & Seamanship courses. Nine students ended the 12-week SS&S course and 18 ended the 9-week BS&S course. The 3-hour sessions ran from January 31 through April 25<sup>th</sup>. Lynn Disque (FSO-PE) once again organized and led the classes. In addition to Lynn, six other Flo la 23-03 members (Walt Discenza, Joe Espino, John Fewer, Dale Helms, Dorothy Neiman, and Don Parker) assisted with the instruction. Attendance for the classes has been building over recent years with students traveling from as far as Dover, Delaware to attend. The classes attract a diverse audience with a wide age range and includes singles, couples, and families. The common motivation expressed is a desire to become a better boater.

Marlin Spike is a popular session and this year's teaching aides created by Don Parker proved effective. Three instructors worked with small groups of students to provide hands-on instruction. Navigation is a challenging session, but with four instructors helping the students most were able to successfully complete the changing problems. A Boarding session for on Annapolis led a valuable session on "What to expect if you are boarded by the USCG for a Safety Inspection".



At the conclusion of the course the students provided very favorable comments and expressed their appreciation for the instruction. Lynn encouraged them to set goals to help measure their progress towards developing their bo ng skills. It was rewarding to hear some of their recent success stories, e.g., a sailor shared his excitement with his new-found ability to signal his steering intention to another boat by making an

early and ample steering adjustment. We left the students with the following advice: Be Safe, Be Courteous, Protect our Waters, and Have Fun!

*Dorothy Neiman*

Flo la Commander 23-3

## Auxiliary Life Jacket Wear Observation (AUXLWO) Program - Standard Operating Procedure Approved

1. The Auxiliary Life Jacket Wear Observation (AUXLWO) Program Standard Operating Procedure (SOP) has been signed by the Chief Director of Auxiliary (CG-BSX). This document culminates close and extensive work between the Auxiliary, the Auxiliary Division (CG-BSX-1), and the Bo ng Safety Division (CG-BSX-2). It provides programmatic advice, guidance, and structure for Auxiliary participation in AUXLWO activities.

2. The AUXLWO SOP can be found on the CG-BSX-1 website at: [http://wow.uscgaux.info/Uploads\\_wowII/V-DEPT/AUX\\_SOP\\_001A\\_AUXLWO\\_esigned.pdf](http://wow.uscgaux.info/Uploads_wowII/V-DEPT/AUX_SOP_001A_AUXLWO_esigned.pdf)

3. The Auxiliary National Program Manager for AUXLWO is the Bo ng Safety Division (BSX-2).

Editor's Note: The above was received email through Auxiliary communication list server



New Members

Since the last issue of the Chatter the following have joined the Auxiliary. Please make them feel welcome and offer them friendship and any assistance they may need

Darian Pringle and Denise Collins, 23-1  
Tim Strissel, Paul E. Manicone, & Dale Walker 23-3



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## USCGAUX Paddlecraft Training Held

Ron Price of Florida 23-01, Annapolis, organized and led a three-day paddlecraft training class from 8-10 June for ten participants from the 5th Southern District. Wendy Norwitz from 23-1 and Roland McDevitt from 16-07 assisted. Ron started by going over the need for more Auxiliary paddle operators to be on the water and visible to the public.

Paddle sport participation has grown dramatically in recent years. Low entry cost, easy storage, less maintenance and exhibility are some of the reasons many people have decided to become paddlers, compared to power or sailing craft.

Paddle sports are on the rise, setting a record for the number of participants. About 22 million Americans — 7.4 percent of the population — enjoy paddling. Kayaking, Stand up Paddle boarding, and kayak fishing have grown dramatically. Between 90,000 and 105,000 canoes and 350,000 kayaks are sold annually, according to industry figures.

However, all of this growth in paddle sports has a dark side. Unlike power boats, with the growth in paddle sports, the number of fatalities has gone up. In the most recent reporting year, 2015, 29% of boating deaths were related to paddlecraft. In 2016, fatalities climbed even higher. Current efforts to reach the paddling public have fallen dramatically short. The Coast Guard Auxiliary

Strategic Plan for 2017 focuses Auxiliary efforts on addressing the problem by expanding outreach to the paddlecraft community.

The Coast Guard Auxiliary **AUXPAD** program helps fill the knowledge gap for novice paddlers. **AUXPAD** consists of two components, **AUXPAD Ashore** and **AUXPAD Afloat**. **AUXPAD Ashore** includes all of the traditional methods that the Auxiliary uses to reach the boating public, including public events, public education classes, marine dealer visits, and vessel safety examinations. All of these tools are available to approach the paddling public.

**AUXPAD Afloat** places qualified **AUXPAD Operators** in direct contact with recreational paddle users on the water. It promotes paddle Recreational Boating Safety (RBS) via personal example and gives Auxiliarists an opportunity to interact with the paddlecraft community to share RBS messages.

Before class started, trainees were given the opportunity to purchase bright orange shirts with USCG Auxiliary printed on them. Wearing orange is a highly visible way for kayakers to be spotted on the water by larger boats.

The class covered a wide range of issues starting with learning how to get in a kayak safely, the various types of strokes needed to maneuver the

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properly, how kayaks can gain access to shallow areas for search and rescue not accessible by larger boats, and many tips and suggestions on how to conduct mission safely. Examples include keeping a close eye on changing conditions, weather and waves, taking both a marine radio and cell phone for communication, and always having a spare paddle.

One of the most important features of the class was learning how to recover and re-enter the kayak in case you accidentally fall overboard. Class members quickly learned this could be an arduous and exhausting task, especially in deep water with wind and currents. This exercise also stressed the need to have all your items in the boat properly secured to avoid loss.

Another exercise was learning how to properly tow another paddle craft when needed and how to help another paddler recover and re-enter their kayak.

Overall, it was a highly successful event and all trainees are now well on their way to having their vessels certified and gaining their credentials to conduct RBS missions.

*Robert Garmin*

FSO-PB 23-1



Joey Taguding performing re-entry

## 23-03 Safe Boating Week Events

On Friday May 18 we celebrated Wear Your Life Jacket to Work Day with 65 Hillsmere Elementary 2nd graders. We emphasized the importance of wearing a life jacket, even for dogs. The children were very engaged and eager to tell stories about their dogs and the water.

We had the children try on life jackets and showed how to check for proper fit. The girls were especially eager to try on the PINK ones. Some of the children were surprisingly savvy about boating safety. For example, we demonstrated extending a boat hook to someone in the water and asked what else you could do to retrieve a person from the water. A little boy suggested throwing a rope out to the person and a little girl responded that you should be careful not to let the rope get caught in the boat propeller.

When asked what you should do if you fall in the water one 2<sup>nd</sup> grader explained that it was important to stay calm. In response to our questions about setting a good example, several children said you need to look out for things in the water. The children all took the "PFD Panda



Pledge" and received a signed PFD Panda Award card. Boating and Water Safety coloring books, whistles, and safe boating literature for family and friends were distributed and we encouraged the children to ask their family and friends to wear their life jackets too.

Continued on pg 11—see NSBW

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NSBW—Continued from page 10

On Saturday May 19 we supported the kickoff of Safe Boating Week at Hillsmere West Marine. We had three sessions: Boating Safety & Vessel Safety Check Sign-up (Dale Helms and Walt Discenza); paddling safety (Lynn Disque and Dorothy Neiman); and Lines & Knots How To (John Fewer and



Don Parker). We distributed a lot of good safety literature and had many productive discussions, especially regarding paddling safety.

On Wednesday May 22 Dale Helms gave a presentation at MD Yacht Club on Rock Creek on the Patapsco. Students from Chesapeake High School helped with the event for Jacobsville 3rd graders. The HS students organized a PFD race where 3rd graders put on, took off and passed on the PFD to the next student. Everyone was involved and grateful and the teachers were great.

Vessel Safety Checks were also performed during week by Kirby Garland and John Fewer.

*Dorothy Neiman*  
Floila Commander, 23-3  
Photographer

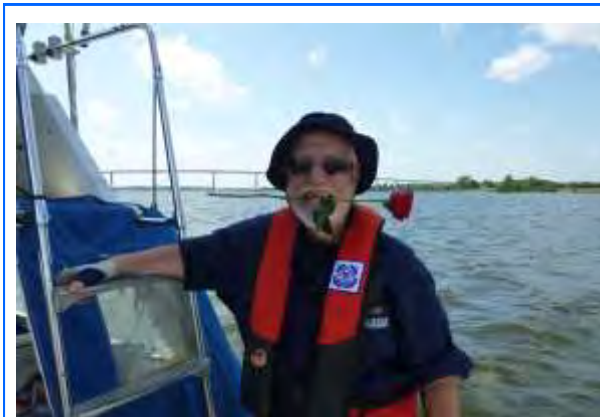
## 23-6 Receives NSBW Proclamation

On 8 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 that the week of May 19 – 25, 2018, be known as NSBW in Calvert County". The Proclamation further proclaimed by this resolution we advocate year-round efforts to promote safe boating and urge all those to "Wear It" and practice safe, smart, boating habits."

Reid Sprague, Vice Floila Commander of 23-6 told the BOCC about the Auxiliary and about our missions. Ray Feller, Division 23 Floila Commander for Member Training (SO-MT) talked about our public education classes, the upcoming class for 21, 22 and 24 May and the Maryland requirement for having passed an 8-hour boating class if you were born after 1 July 1972.

Members of Floila 23-6 in attendance were Bill Smith, Floila Secretary (FSO) for Publications, Ray Feller, SO-MT, James Jefferson, FSO for Program Visits, and Harry Scofield, FSO for Human Resources.

*Connie Cosgrove*  
FSO-PA



Stan Greene received a rose and blessing during the blessing of the fleet in Solomons

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## Diversity Comes in Many Forms

Diversity comes in many forms, sometimes we need to take a step back and examine the presence of diversity in our world culture and explore why it's important to promote it in our role as U.S. Coast Guard Auxiliarist. The benefits of demonstrating diversity in the U.S. Coast Guard Auxiliary includes increased productivity, contributing globally, introspective alignment, growing in acceptance and a richer life experience.

**Productivity.** As U.S. Coast Guard Auxiliarist, we bring together people of various backgrounds with different life experiences that can generate ideas or perspectives that others may not have ever considered or been exposed to. Everyone has their own way of viewing a problem, shaped by the individual experiences that they have had. When tackling an issue, wouldn't it be better to have multiple interpretations and approaches, rather than everyone contributing the same thoughts and conclusions?

**Becoming a World Citizen.** If you experience diversity in your everyday life, you will have



regular exposure to people, cultures, traditions, and perspectives that are unlike your own. As we develop the skills to communicate and interact in the business communities we serve, we will gain a world-wide view and gain increased understanding of the world.

**Perspective.** Hearing about another's experience can shed light on a life different than your own and provide you a new perspective. When you compare your struggles, priorities, and values, you can really begin to comprehend where an individual is coming from and understand his or her needs and behaviors. Perhaps talking to

someone new will change your mindset and perspective or at least make you appreciate another's motivations and hardships.

### **Growing Acceptance, Diminishing Discrimination.**

Promoting diversity is the first step to not just "tolerance," but true acceptance. Through growing contact with, exposure to, and communication between new people with unique ideas, individuals may see that they may have more in common than they thought. Or, they may feel remarkably different, and that is okay, too! Increasing familiarity with these differences can alter perspectives to facilitate acceptance, and diminish the misconceptions and prejudices that fuel discrimination.

**Richer Life Experience.** Diversity is colorful! What if everyone who surrounded you was exactly like you, in every way? Where is the fun in that? The U.S. Coast Guard Auxiliary needs new ideas, views, and perspectives to emulate and inspire us to accomplish the mission of the U.S. Coast Guard. Together, we can make a difference in our community. Even in the face of intolerance, we must not forget to demonstrate the importance of diversity and to respond with celebration of our differences -- "We are different, but the same".

Learning about other cultures helps us relate to one another and opens us up to different perspectives or ideas. I challenge you to find differences to embrace the diversity of those around you.

If your colleague would like a booklet at your next meeting please email Margaret Butler at [DiversitySODiv-23.5SR@usa.com](mailto:DiversitySODiv-23.5SR@usa.com) for more information.

*Margaret Butler*  
SO-DV

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## Auxiliary Core Training (AUXCT) Policy Changes

1. **AUXCT replaces AUXMT:** Pursuant to provisions of 14 U.S. Code § 831 which deals with Coast Guard Auxiliaries' assignment and performance of duty the Coast Guard is required to ensure that its Auxiliaries are appropriately trained, tested, and found competent before they can be assigned to duty. Over the past few years, the Coast Guard has required Auxiliaries to complete a battery of mandated training courses to impart a minimum baseline of organizational familiarity and expectation in support of this requirement. This has been comparable to the placement of similar requirements on all other Coast Guard active duty, reserve, and civilian personnel. The value of this training has formed the core of every Auxiliary's pledge and commitment to support the Coast Guard and abide by its governing policies. Based upon the insight and advocacy of Auxiliary leadership at national and district levels, this training shall hereafter be referred to as Auxiliary Core Training (AUXCT) in lieu of Auxiliary Mandated Training (AUXMT). Appropriate changes to AUXDATA, the Auxiliary Learning Management System (AUXLMS), and related training materials to reflect this training program title change have begun.

2. **AUXCT Course Changes:** The Coast Guard recently completed several changes to its inventory of core training courses for its workforce. These changes reflect the composition of AUXCT. Specifically:

a. The Building Resilience and Preventing Suicide in the Coast Guard course (502379) has been combined with the Sexual Assault Prevention/Response course (810045) into the new Workforce Resilience Training course (502379; NOTE – although carrying the same course code number, this is a new course that incorporates material from the now-defunct Sexual Assault Prevention/Response course). This new combined course is estimated to take about

30 minutes to complete, has a test-out feature, and retains its need to be completed once every five years.

b. The Inmate Training course (502290) has been deleted as an AUXCT requirement.

3. **AUXCT Course Requirements:** As a result of these changes, AUXCT is now comprised of the following repeatable and one-time courses:

a. Repeatable Courses: To be successfully completed by the end of the first full year of enrollment and then once every five years thereafter:

(1) Workforce Resilience Training (502379)\*

(2) Security Fundamentals (810030)

(3) Privacy at DHS: Protecting Personal Information (810015)

(4) Sexual Harassment Prevention (810000)

(5) Civil Rights Awareness (502319)

\* Auxiliaries who have yet to complete AUXCT because they had not completed the Sexual Assault Prevention / Response course (810045) must now complete the new Workforce Resilience Training course (502379). This holds true even if they already completed the Building Resilience and Preventing Suicide in the Coast Guard course (502379) because the new version now contains material from the old Sexual Assault Prevention / Response course (810045).

b. One-time Courses: To be successfully completed only once (new enrollees must complete them by the end of the first full year of enrollment):

(6) Ethics 1 / Personal Gifts (502306).

(7) Intro to the Incident Command System, ICS-100 (IS-100.b).

(8) Intro to National Incident Management System (IS-700.a).

And the recently added:

(9) Basic Qualification Course II (BQ II)\*\*

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\*\* This AUXCT requirement only applies to Auxiliarists enrolled as of February 1, 2018.

4. **AUXCT Course Change Impacts:** The following impacts of these changes have been completed or are under development:

a. In AUXDATA:

(1) Auxiliarists who have already achieved the AUXMT competency will now show as having achieved the AUXCT competency instead.

(2) The Building Resilience and Preventing Suicide in the Coast Guard course has been changed to Workforce Resilience (502379). The short title remains SP so those who completed the Building Resilience and Preventing Suicide in the Coast Guard course now will be shown as having completed Workforce Resilience.

(3) The Influenza Training course (502290) is no longer attached to the Mandated Training competency (it will still show in a member's Training Record report and in AUXINFO).

(4) The seven BQ II modules that must be completed in order to achieve the BQ II competency now feed into the AUXCT competency. They must all be completed by any member who has enrolled since February 1, 2018 in order to achieve the AUXCT competency.

b. In the AUXCT section of the Auxiliary Learning Management System (AUXLMS: <https://auxlearning.uscg.mil/Default.asp>):

(1) The Sexual Assault Prevention/Response course (810045) has been removed. The Workforce Resilience Training course (502379) is available and will automatically provide credit toward the AUXCT competency in AUXDATA.

(2) The Influenza Training course (502290) remains listed and available. It can be taken if desired, but it will not provide credit toward the AUXCT competency in AUXDATA.

c. When taken via the AUXLMS, successful completion of the AUXCT courses described in paragraph 3 will reflect achievement of the AUXCT competency in AUXDATA. The seven

BQ II course modules are not currently available via the AUXLMS. They can be taken via the Auxiliary Online Classroom ([www.classroom2.cgaux.org/moodle/](http://www.classroom2.cgaux.org/moodle/)).

d. The Auxiliary Training Directorate Mandated Training portal (<http://wow.uscgaux.info/content.php?unit=T-DEPT&category=mandated-training>) addresses options for completing the seven non-ICS AUXCT training courses. An updated version of the Workforce Resilience Training course (502379) for classroom training and self-study purposes is under development and will be posted when completed. Additionally, the two ICS AUXCT training courses can be accessed via the ICS course link on the Auxiliary National Training Center site (<http://ntc.cgaux.org/>) as well as directly at the FEMA training web site (<https://training.fema.gov/nims/>).

Editor's Note: The above was received email through the communication chain

## DIRAUX Visit

At the June 11<sup>th</sup> colloquium, our special guest was Commander Eric May, the new Director of the Auxiliary who took the opportunity to meet our membership. CDR May has spent over 30 years in the Coast Guard in a variety of positions with five tours in Alaska.

Harry Scofield - Floila 23-6 FSO-HR - gave the presentation he put together on the history of the Coast Guard Auxiliary. Willie Bers, VCDR of Division 23 was also in attendance.

CDR May discussed a number of topics including the upcoming policy of expedited security clearances and answered questions from the members.

Phil Wentz capped off the meeting with a training presentation on the new USCGA at Risk Assessment procedure which will replace the old GAR method.

*Frank Voltaggio*  
FSO-PB

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## Station Helicopter Training held



On July 14 Station Annapolis held "Station" helicopter training with helicopter 6503 from Air Station Atlantic City for the station personnel and Auxiliarists. After a brief introduction, the Pilot, Co-pilot, Flight Mechanic, and Rescue Swimmer all discussed their individual responsibilities as part of the crew and the helicopter's capabilities. The crew then explained what they expect from the boat crews when working with the helo during hoisting and rescue-swimmer operations. Safety concerns for the boat crew were discussed by the crew and the emergency features were pointed out on the helicopter to extricate the flight crew in case the helicopter crashes in the water. After a brief question-and-answer session, all were invited to take a look in and around the helicopter as well as to examine any of the equipment on board.

Editor's note: I apologize to whomever sent me this picture for failure to include you as contributor. I tried to find who sent in to me and could not find the original email.

## 23-1 Kick National Safe Boating Week

Florence 23-01, kicked off the Safe Boating Week with a "Friends & Family Day" themed launch of its 2018 Maryland Safe Boating courses this month. Margaret Butler, Public Education Stationer (FSO-PE), has several more courses planned during 2018 boating season.



Beaming with happiness, Sophia Heartman (17) and younger brother Graham (12) passed the Maryland Safe Boating course with a 96% success rate! As the FSO-PE for Florence 23-01 and SO-PE for Division 23, "it gives me great pleasure to see a younger generation so passionate about safe boating. I'm even prouder of their mom, Anna Heartman, who took the initiative to ensure that her children are equipped with basic boating knowledge this summer." The Department of Natural Resources eight-hour, safe boating course given over three days, equips participants with navigation, proper life jacket (PFD) wear, first-aid, emergency procedures, knot tying, radio, as well as safe boating information. The state of Maryland requires that anyone born after July 1, 1972 to complete a safe boating course.

The boating season has already gotten off to its deadliest start in six years, with four deaths in three incidents on Maryland waterways. Since April 4, there have been fatal incidents on the Potomac, Chester and Severn rivers. The four victims included a laborer, a valet and two fishermen, said Col. Ken Ziegler with the Maryland Natural Resources Police. Their boats ranged in size from a kayak to a 43-foot cabin cruiser. "They all had one thing in common," said Col. Ken Ziegler. "None of them was wearing a life jacket." Let's do our part to keep everyone safe.

*Margaret Butler*  
FSO-PE 23-1

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## Narrow Blue Green Algae Issues (Cyanobacteria)

### What are Cyanobacteria?

Cyanobacteria, also referred to as blue-green algae, naturally occur in all freshwater ecosystems. However, too many nutrients such as phosphorus and nitrogen in the waterway can result in conditions that lead to cyanobacterial blooms. These blooms can often be identified as floating mats of bad-smelling, decaying and gummy scum.

### Health Risks

When cyanobacteria degrade, they may release algal toxins that can be harmful to aquatic and human life. Exposure to cyanobacteria or their toxins may produce allergic reactions such as skin rashes, eye irritations, respiratory symptoms, and in some cases gastroenteritis, liver and kidney failure or death. The most likely pathway to exposure for humans is through accidental ingestion or inhalation during recreational activities in the waterbody.

### Auxiliary Issues

Missions that occur near affected waters may be hazardous. Use your GAR assessment and be aware of the exposure as an environmental hazard. Symptoms of illnesses that you or a health care provider associate with exposure to algae blooms while assigned to duty must be reported to your Order Issuing Authority as soon as possible. In the event that medical treatment is sought, advise the provider that the illness was a consequence of your employment by the United States as a member of the Coast Guard Auxiliary. Advise all health care providers tracking you for the exposure that they should submit their bills for services to the United States Department of Labor as a federal worker's compensation case.

Editor's Note: The above was received email through the communication chain

## Lieutenant Commander Justin C. Smith Military Aide to the Commandant of the Coast Guard



Lieutenant Commander (LCDR) Justin C. Smith is the current aide to the Commandant of the Coast Guard. He has held a variety of shore side and afloat naval engineering positions throughout his

career, including two Coast Guard Cutters, a Naval Engineering Support Unit (NESU), and Surface Forces Logistics Center (SFLC) Patrol Boat Product Line.

LCDR Smith's boat assignments were as Engineer of the cutter VALIANT (WMEC 621) and as Damage Control Assistant and Assistant Engineer on the cutter HARRIET LANE (WMEC 903). His shoreside assignments include NESU Miami, as a Port Engineer, where he facilitated the stand up of the High Tempo High Maintenance dual-crewed patrol boat in service in District Seven. He subsequently served as Availability Project Manager, in a newly established Patrol Boat Product Line, following the largest reorganization in the history of Coast Guard surface fleet support. He most recently served as the SFLC-Patrol Boat Product Line Projects Branch Chief where he shepherded the Coast Guard's newest cutter class, the Fast Response Cutter, from acquisition into sustainment and maintained the long-term strategy for the Patrol Boat fleet.

LCDR graduated from the U.S. Coast Guard Academy in 2005 earning a Bachelor of Science degree in Mechanical Engineering. In 2012, he



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completed graduate studies at the University of Florida, earning a Master of Science in Mechanical Engineering with a concentration of Solid Mechanics and Machinery Design. Additionally, he has a Graduate Certificate in Systems Engineering and a Graduate Certificate in Engineering Entrepreneurship from the University of Florida.

LCDR Smith's personal awards include the Coast Guard Commendation Medal, Coast Guard Achievement Medal, and Commandant's Letter of Commendation. He has also earned multiple unit awards including, the Coast Guard "E" Ribbon and Coast Guard Unit Commendation Award. He was also the 2014 Black Engineer of the Year Award recipient.

LCDR Smith is married to Dr. Rachel L. Smith (Turner) of Bradenton, FL. They have one daughter, Sophia. Lcdr Smith's uncle is William E Smith, Jr., Station Chief for Training, U. S. Coast Guard Auxiliary Florida 23-6 of Drum Point, Maryland.

## 23-6 Alumnus Quoted for Boat Force Operations Device



At the 2 May Florida 070-12-10 meeting for former Florida 23-6 Florida Commander Jack Margolis, was presented with the Coast Guard Pewter (basic) Boat Force

Operations Device by BMCS Joseph Pickler, In Charge (OIC) CG Station Georgetown, SC, for having satisfactorily completed the Boat Force PQS at Station Georgetown.

Jack actually began this qualification at Station St. Inigoes between October 2009 and August 2012 completing several 6-month periods as Coast Guard Boat crew, the first requirement in the Boat Force Operations PQS. While a member of Florida 23-6 and working with Station St. Inigoes, he was able to complete the CG Boat Crewmember Training Program and earn his CG Boat Crewmember Commendation presented to him by BMCM Daniel Kilbourne, OIC when he completed the CG Boat Crew PQS for completion on the 41' Utility Boat (UTB). He previously had qualified as Boat Crewmember on the CG 25' Response Boat (R/B-S).

During his time working with Station St. Inigoes, performing as a CG Boat Crewmember, he amassed over 370 Coast Guard Operational Support hours. He participated as a crewmember during AOR and Security patrols, and training support missions out of CG Station St. Inigoes and West Basin.

Jack's retirement, he and his family relocated to Myrtle Beach, SC. For the past several years he has been volunteering his time in direct support to the CG by working with the Detached Duty Office (DDO) Myrtle Beach which comprises an MSSE4 (CWO4) and MST2. They are responsible for Annual inspections of the 50+ commercial tour, parasail, and fishing vessels, involving casuals and pollution incidents. He assists with the commercial vessel inspections and is in training for a qualification as an Uninspected Passenger Vessel (UPV) Inspector to be able to off-load the current OIC of the DDO.

Jack continues to support the CG Auxiliary missions as a Coxswain, PE Instructor, and Vessel Examiner.

Jack sends his warmest regards to his former Florida 23-6 shipmates.

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