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## Commodore's Message

**David Starr**

### MEMBERS OF 8TH WESTERN RIVERS REGION

Greeting Shipmates.

There are some things that money can't buy. As unpaid volunteers our "pay day" is the occasional Auxiliary or Coast Guard award, certificate of appreciation, challenge coin, shout outs from the Active Duty or elected Auxiliary Leadership.

How about acknowledgement, appreciation and a "thank you for your service" from the general public? To me that is huge and definitely can put some wind behind our sails.

So here goes...let me serve as the messenger by passing thousands of "THANK YOU" messages to you, members of the Auxiliary.

I'll let you know where they came from, if you can stay with me through my rambling account of a version of "what I did on my summer vacation".

Being Commodore affords me the privilege of being able to "see, hear and read about" the many successes, and challenges, going on throughout our district and some surrounding districts. Being an active member of a flotilla lets me "experience" the successes and challenges, up close.

So like you, I have a pretty good idea of how it feels when you succeed and how it feels when the challenges overwhelm your efforts or as the old ABC Wide World of Sports promo used to say..."The Thrill of Victory and the Agony of Defeat".

Let me share a "Thrill of Victory" experience that I had this summer.

During a National Auxiliary planning meeting earlier this year one of my fellow Commodores was discussing upcoming events scheduled for the summer in his district. He mentioned the Coast Guard Festival in Grand Haven, Michigan.

(cont. from page 1)

In the recesses of my mind, I thought I had heard of Grand Haven but drew a blank. At break, I asked the Commodore about the festival. I told him that my wife and I were planning to travel to Mackinaw Island in northern Michigan this summer and asked if attending the festival would be worth the effort? He just smiled and said absolutely and he would guarantee that I had never experienced anything like it!

Well...my wife and I did attend and I have never experienced anything like it!

Grand Haven, MI bills itself as Coast Guard City, USA...and they mean it. This town of roughly 11,000 people swells to 300-400 thousand during the festival. For those of you familiar with the HOLLYWOOD sign on a hill in Los Angeles, Grand Haven has a similar sign on a hill announcing Coast Guard City USA with a very large anchor for emphasis.

Here are just a few observations in the swirl of the festival. Our present Commandant was present for the festival, and as 2015 is the 225<sup>th</sup> Anniversary of the Coast Guard, two former Commandants, ADM Loy and ADM Papp were in attendance.

Coast Guard vessels were moored at the docks with Auxiliarists conducting ship tours. Coast Guard aircraft did flyovers. Coast Guard Active Duty and Auxiliary surface vessels were patrolling the waterways.

Memorial services were held honoring both 9<sup>th</sup> District Auxiliary and Active Duty.

Carnival rides, festival food of all types, crafts exhibits, car shows, a large parade and a nighttime fireworks display that would rival any I have ever seen were also part of the festival.

Crowds of friendly people, young and old, were enjoying the day.

If you are still with me, this is where it gets good. By accident, my wife and I ended up on what we thought was a trolley car type shuttle to get us to a viewing stand to watch the parade. We were half right. It did take us to a viewing stand, but we were in the parade and saw most of the parade route as the shuttle was positioned toward the front of the parade!

The parade route, which wound through neighborhoods then the city streets, was lined with thousands of people of all ages who had staked out their seating the day before. They were sitting on the curbs, on the lawns, front porches, rooftops, 5-10-15 people deep, as far as I could see.

A “hooting, hollering, flag waving” crowd like I have never seen.

After the parade was over, my wife and I decided to take in the sights. Grand Haven is a mid-sized town and while it would involve considerable walking, I wanted to tour the CG ships but first it was decided, by my wife, “we” needed to tour the crafts fair which covered a city block.

(cont. from page 2)

Now mind you, the uniform of the day was Trops so I am in uniform as we proceed around town. As I “patiently” stood by at the craft fair, people would come up and shake my hand and thank me for my service.

Finishing with the craft fair, we started walking toward the waterfront, which took us past many of the food/drink vendors. Seeing the uniform, they would ask if I was thirsty or needed something to eat? Of course I was thirsty and hungry but figured the vendor thought the uniform was an easy target to make a sale. When I reached for my wallet ,the majority would say, “ your money isn’t good here” or “it’s on me”.

Now like most of you, I have been thanked for my service when in uniform but I haven’t had folks offer free food and drink. For the record, I accepted one free glass of iced tea, everything else I paid for, as their offer was enough.

As we neared the moored CG ships on the waterfront, our timing was off and it would be a couple of hours before the next tours started. My wife and I then decided to walk down the waterfront esplanade and people-watch from a bench. There were large numbers of folks, young and old, strolling along the waterway with numerous pleasure boats either coming from or going to Lake Michigan serving as a backdrop.

We found a vacant bench and took a seat. People walking by would smile or stop and shake hands, thanking me for my service, and to my surprise, most of them were young teens to early 30s, male and female. This happened so much I actually got tired of standing up and sitting down...but it was a good tired. This was to continue throughout the afternoon and into the evening.

Later, while still in uniform, we were standing in line to get into the seating area to watch the nighttime fireworks display. That’s when security picked us out of the line and directed us to the VIP line leading directly into the area. We then enjoyed what was probably the best fireworks show I have ever attended. An Auxiliarist could get spoiled with this kind of treatment.

What I want to bring back to our members of the 8<sup>th</sup> Western Rivers, from that experience, is you and your efforts serving the Coast Guard Auxiliary, the Coast Guard and your country are appreciated.

“Thank you” from thousands of Americans, and from your Commodore.

*Semper Paratus,*

David Starr  
Commodore



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We're on the web:

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**Chief of Staff** - Frank Reiss

**District Captain North** - Stephen Bein

**District Captain South** - Tracy DeLaughter

**District Captain East** - Butch Luhrsen

**District Captain West** - Vernon Crow

**Immediate Past District Commodore** - Richard Lawrence

**Director of Auxiliary, CDR** Kristina M. Dell'Orco

Article sent *directly* to  
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## Publication Deadlines

**Midnight:**

**March 25**

**June 25**

**September 25**

**December 29**

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**William Davis, LMR**

**Gary Smith, UMR**

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**Finance** - Dorene  
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<https://auxofficer.cgaux.org/auxoff/index.php>

# Captains' Reports

## Stephen Bein - District Captain North

I was sitting in the fire station the other day and picked up one of the many fire service magazines that we receive. I found an article on personal protective equipment in which the author was discussing at what point a firefighter can dress down from wearing the full complement of PPE. He associated the wearing of PPE with that of a HazMat incident in which the hot, warm and cold zones are used.

As I read on, the thought crossed my mind that, over the years, I have belonged to many organizations that recommended or prescribed the use and maintenance of personal equipment. It started with my joining the Boy Scouts. Despite checking the handbook's guidelines for camping trips or trail hikes, often I either over-packed or under-packed. I learned that the secret to a good campout was double-checking. I also learned to decontaminate my clothing and sleeping bag outside of the house to make sure I had not brought home any creeping, slithering, or crawling hitchhikers.

In the Marine Corps, I learned early on about the proper use and maintenance of my PPE because my DI insisted on it and my life depended on it. That extra pair of socks came in very handy at times out in the boonies. Also a clean and functioning rifle is definitely a plus when times get a little hairy.

As a state police officer, my equipment had to be in tip top shape. My squad had to be maintained and ready to go at all times. My sidearm and shotgun were practiced with and ready to go at all times and my ticket book full.

When I became involved with the Auxiliary, the word PPE popped up again. It started with the repeated emphasis on proper wearing and maintenance of the different uniforms. It continued with the proper maintenance of my life preserver and its associated equipment, i.e. signal mirror, whistle, personal locator beacon and strobe light. Then next came the monthly inspection.

What a drag but a very necessary evil in case an emergency should arise and the appropriate equipment needed to save my life is not operational. The strobe doesn't work because the battery is dead. The inflatable life vest does not inflate due to a malfunction and on and on.

Take the time to physically check your PPE before and after you patrol as it is a little late when the water starts to lap at your heels.

Semper Paratus.

Stephen Bein DCAPT-N

# DSOs' Reports

## Frank Reiss - Chief of Staff

First, I must apologize for not submitting an article for publication in the summer issue of the Western Rivers. By no means was it intentional or due to a lack of words on my part. It did, along with a noticeable decline in communication, have a direct correlation to numerous changes in my life. Many have affected the amount of time I have been able to dedicate to the Coast Guard Auxiliary over the past 18 months and more dramatically over the last 90 days. I had to make some very tough decisions of where to cut back my involvement in Auxiliary life. Many of these decisions have had a direct impact on the members and, for that, I can only assure you that it was either cut back or completely withdraw. I could and should have done a better job of communicating what was going on.

Those of you who attended the fall board meeting in St. Louis got the long story but here I will provide the short story to, hopefully, answer questions and dispel rumor and myth. I did not resign from the Auxiliary, although, if the conditions that led to my pull back had continued much longer resignation and disenrollment would have been the only option. Thankfully, conditions have returned to steady the course and I can dedicate the time working for you the members of Eighth Western Rivers Region that you deserve. I did move out of the district; however, I remain a member of 33-1 in Omaha Nebraska and plan to remain a member of 33-1 until such time as I choose to end my Auxiliary "career", which is no time in the foreseeable future.

Not living within the borders of the Eighth Western Rivers is not without its challenges as I continue as your Chief of Staff. I see them as minor course corrections compared to the challenges I've faced over the past eighteen months. I will continue to refine how and when I do the things that are required to be effective but rest assured they will get done. I encourage your comments and criticism but please follow the chain of leadership and management. It is important that we allow our Flotilla Commanders, Flotilla Staff Officers, Division Commanders, Division Staff Officers, District Captains and District Staff Officers the opportunity to do and grow in their jobs.

There have been a couple changes in the district staff I'd like to highlight. Ramona Gonzalez of Flotilla 2-5 has joined the staff as the DSO-DV and Patrick Malone of Flotilla 1-4 has joined the staff as the DSO-CS. Additionally, the IS and CS teams have added additional ADSOs. The ADSO-IS officers will focus on getting the SO-IS officers up to date on all the latest AUXDATA entry requirements as well as train additional officers to provide for smooth succession going forward. The CS team has begun triaging the district web site and will fix the easy issues as they go and provide a plan to attack the more challenging tasks. Look for many changes on the district web pages over the next 60 days. The DSO-DV and DSO-HR will be looking at ways to augment our numbers.

(cont. from page 8)

Yes SECCEN continues to hamper our retention efforts; however, proper level setting of those new members goes a long way to retaining them. If you haven't checked it out already, have a look at the BQ course, although not a requirement, it is available for use by all districts and provides a good road map for a member's first year.

You can make a big difference in this area by highlighting what can be done while in AP status as opposed to what can't be done. Remember, COMO Starr has challenged each of us to recruit just one member; if we were to do that we would double our size. Set your course but don't be afraid to make a few corrections along the way. Every sailor knows that to get to where you are going you sometimes have to go against the wind.



Surely this is enough crew!

OW! My eye!



Photos courtesy of CGAUX—PA





## Cathryn Allison, DSO-IS

There have been many questions raised, since the beginning of the year, on what can and should be recorded in AUXDATA for members in Approval Pending (AP) Status. On May 18th of this year, everyone who has an e-mail address in AUXDATA and has not elected to be removed from the National mailing list, should have received a message from the National Commodore regarding this subject.

As a precursor, a quick review of what each status is as per the AUXMAN Chapter 8 Section B:

**AP** (Approval Pending) - *AP status is the administrative status for all Auxiliarists during the time between acceptance of their enrollment package and receipt of a Favorable PSI determination. In accordance with the provisions of paragraph D.2 of Chapter 3, Auxiliarists in AP status have the privilege of participating in virtually the entire range of Auxiliary training and qualification programs.*

**IQ** (Initially Qualified) - *When an Auxiliarist in AP status receives a Favorable PSI determination, the Director shall change their administrative status to IQ unless they meet the criteria in paragraphs B.1.c or B.1.d of this chapter, in which case their administrative status shall change accordingly to either Basically Qualified (BQ) or Operational Auxiliarist (AX). Once in IQ status, or BQ or AX status as appropriate, the Director shall issue the Auxiliarist an identification card.*

*Auxiliarists in IQ status are authorized to:*

- (1) Participate in all training for which AP Auxiliarists are authorized.*
- (2) Attend Coast Guard or Coast Guard Auxiliary C-schools.*
- (3) Be qualified by the Director in Auxiliary programs that only require IQ status.*

*Auxiliarists in IQ status are not authorized to be qualified by the Director in Auxiliary programs that require BQ status until they meet the criteria in paragraph B.1.c below.*

**BQ** (Basically Qualified) - *To achieve BQ status, an Auxiliarist must have completed all of the requirements for IQ status and must have successfully completed one of the following courses which must be approved by the National Association of State Boating Law Administrators (NASBLA):*

- (1) Boating Skills and Seamanship (BS&S)*
- (2) America's Boating Course (ABC)*
- (3) About Boating Safely (ABS)*
- (4) Sailing Fundamentals (SF)*
- (5) Sailing Skills and Seamanship (SS&S)*
- (6) Boating Safely Circular (BSC)*
- (7) U.S. Power Squadrons (USPS) Boating or Boat Smart Course*
- (8) A State boating safety course (minimum eight-hour duration and other than child-specific)*

(cont. from page 10)

*If any of these courses expire subsequent to promulgation of this Manual, the Chief Director may designate an NASBLA-approved replacement course as an acceptable alternative for meeting BQ requirements. Any Auxiliarist who has successfully completed any of these courses prior to their expiration shall receive credit for achieving BQ status.*

*Auxiliarists in BQ status are authorized to:*

- (1) Participate in all training for which IQ Auxiliarists are authorized.*
- (2) Be qualified, or certified on an interim basis, by the Director in Auxiliary programs that require BQ status. Therefore, achieving BQ status is a pre-requisite for qualification or interim certification in such programs. For example, an Auxiliarist must be in BQ status in order to receive an interim certification as a First Pilot in the aviation program while awaiting the results of their requisite DO PSI for qualification.*

*Successful completion of BQ requirements is necessary in order to fully qualify and participate in the programs listed in this section. This also holds particularly true for Auxiliarists in AP status in accordance with the provisions of section 3.D.2.f of this Manual.*

**AX (Operational Auxiliarist)** -*The requirements for becoming an Operational Auxiliarist (AX) are provided in paragraph C.1 of this chapter.*

*In order to give variety to Auxiliarists, increase practical AUXOP relevance to Coast Guard missions, and better assist the Coast Guard to fulfill needed skill sets, the AUXOP program consists of three tiers: core courses, leadership courses, and elective credit elements. Under this program, Auxiliarists must successfully complete a minimum of seven credits from three categories of courses detailed in the following sections to receive the AUXOP designation. It also provides Auxiliarists more choices to meet program requirements, allow the pursuit of preferred focus areas, and apply credit for ICS training and expertise. Successful completion of one credit in the AUXOP program shall earn an Auxiliarist the Specialty Training ribbon. Achievement of AUXOP designation shall be recognized by award of a certificate signed by the District Commander and presentation of the AUXOP device for uniform wear.*

*No time limit applies to successful completion of AUXOP eligibility requirements.*

In order to be certified and qualified in approved programs, a member even though in AP Status, must meet the requirements of the status level needed to hold the qualification. Once a member has completed the requirements for the level of qualification, they can and should receive credit for their time in AUXDATA.

What has been a historical delay with members receiving qualification relates to not having all items needed to meet the applicable status level recorded in AUXDATA. By far, the largest issue is not having the required boating safety course.

For further information, an FAQ for AP Members is located on the National H Directorate website.

<http://wow.uscgaux.info/content.php?unit=H-DEPT&category=new-member-packet>

(cont. from page 11)

Following are some highlights of the FAQ:

**8. Q: Are AUXDATA entries made for Auxiliarists in AP Status?**

A: Yes. AUXDATA entries may be made as activity reports are submitted for Auxiliarists in AP status just as they may be made as submitted for any other Auxiliarists in IQ, BQ, or AX status.

*(Ref: Auxiliary Manual 3.D.2.a. (3) as amended by ALAUX 013/13)*

**35. Q: Must Auxiliarists in AP status successfully complete BQ status requirements identified in section 8.B.1.c. of the Auxiliary Manual in order to qualify in any Auxiliary program authorized for them?**

A: Yes.

*(Ref: Auxiliary Manual section 3.D.2.f.(2) as amended by ALAUX 019/12)*

**36. Q: Are Auxiliarists in AP status authorized to perform and have signed-off all tasks that must be completed to earn qualification in any program?**

A: Yes.

*(Ref: Auxiliary Manual section 3.D.2.f.(3) as amended by ALAUX 019/12)*

**39. Q: In what programs may Auxiliarists in AP status be qualified?**

A: Except for Fingerprint Technician and Citizenship Verifier, Auxiliarists in AP status may be qualified by the Director or appropriate qualifying authority in any program. However, some programs require interim certification and some programs have limitations.

*(Ref: Auxiliary Manual section 3.D.2.f.(4) as amended by ALAUX 019/12)*

**40. Q: Which programs require interim certifications for Auxiliarists in AP status?**

A: Coxswain and Personal Watercraft Operator:

Auxiliarists in AP status require interim certification for Coxswain and Personal Watercraft Operator (PWO) certification. Auxiliarists in AP status who successfully complete all tasks for Coxswain and PWO may be granted interim certification for such by the Director or appropriate qualifying authority pending receipt of a Favorable OS PSI determination (i.e., an Auxiliarist may not be fully qualified as a Coxswain or PWO until he/she has at least a Favorable OS PSI determination).

Aviation Program Competencies:

Auxiliarists in AP status who have submitted the requisite DO PSI package and have completed all training requirements for qualification in any of the aviation program competencies may be granted interim certification for such by the Director or appropriate qualifying authority pending receipt of a Favorable DO PSI determination.

*(Ref: Auxiliary Manual section D.2.f.(9) as amended by ALAUX 019/12)*

**41. Q: Which programs have limitations for Auxiliarists in AP status?**

A: Instructors or Marine Environmental Education Specialists (AUX-MEES):

Auxiliarists in AP status who qualify as Instructors or as Marine Environmental Education Specialists (AUX-MEES) as part of the Auxiliary Trident program may teach public education courses in Lead status, but they must be in the company of at least one other Auxiliarist in IQ, BQ, or AX status or an active duty supervisor while doing so.

Public Affairs Outreach Events:

Auxiliarists in AP status who participate in Auxiliary public affairs/outreach events (e.g., Coastie® demonstration, public affairs booth) may do so in Lead status, but they must be in the company of at least one other Auxiliarist in IQ, BQ, or AX status or an active duty supervisor while doing so.

(cont. from page 12)

*(Ref: Auxiliary Manual section 3.D.2.f.(4)(a) and (b) as amended by ALAUX 019/12)*

## **Qualification, Certification and Currency Maintenance (Originally printed in 2014)**

When a member seeks to become part of an Auxiliary or Coast Guard program, there is a training process the member will need to complete.

The first part of the training process is to obtain a Qualification. The qualification process is the initial entry point into the program. This is where the member learns and demonstrates the knowledge and skills required to perform missions that may be assigned. The member will complete a series of qualification tasks, which may be accomplished by reading reference materials, reviewing skills with a mentor and then practicing the tasks. When the member demonstrates mastery of the task without guidance, the task will be signed off by their mentor.

After all the required tasks are signed off by the member's mentor, there may be an additional step where the member seeking qualification must demonstrate skills. For example, when a member is trying to qualify in the boat crew program, they must demonstrate specified skills for a Qualification Examiner (QE).

The second part of the training process is obtaining a certification. The certification process is the initial verification by the Director that the member has acquired the necessary knowledge and skills. When a member has completed all items in the first part of the training, the member or the member's attester will need to complete the Initial Certification request found on the District website under >Members Information > Forms > 8WR Specific. The only Auxiliary initial qualification to not go through these forms is qualification in the Boat Crew program which is submitted to the Director via the QE.

After verification of all items for the program has been satisfactorily completed, the Director will send the member their certification letter. Once the member has received their certification letter and verified their certification has been entered into AUXDATA, the member may be assigned to duty to perform missions.

The third part of the training process is to maintain currency. The member maintains their certification by meeting the annual minimum standards. If the member completes all requirements for the year, the member remains "current" in their certification. The member must also maintain the ability, mobility and endurance to safely perform any task for which they have been certified.

There may be additional standards assigned in any given year, such as a required workshop. The member is responsible for knowing the requirements to maintain their certification.

When a required workshop is not completed and entered into AUXDATA prior to the specified deadline, the member will be placed into Required Workshop, Not Met (REWK) status. If a member is placed into REWK status, the member must complete the workshop in order to regain currency.

(cont. from page 13)

Only the Director has the authority to remove a member from REWK status and restore them to the current program status. Once a member has completed the workshop and it has been recorded in AUXDATA, the member or the member's attester will need to complete the REYR/REWK certification request found on the District website under >Members Information > Forms > 8WR Specific.

If a member is unable to complete all the required annual currency maintenance, the member will be placed into Required Yearly, Not Met (REYR) status. If a member is placed into REYR status, the member must complete all program specific requirements in order to regain currency. Only the Director has the authority to remove a member from REYR status and restore them to the current program status. Once a member has completed all tasks needed to be removed from REYR status, the member or the member's attester will need to complete the REYR/REWK certification request found on the District website under >Members Information > Forms > 8WR Specific.

After verification of all items for the program has been satisfactorily completed, the Director will have the member's status reset to "certified". Once the member has been reset and verified their certification has been entered into AUXDATA, the member may be assigned to duty to perform missions.

If the member remains in REYR status for five consecutive years (unless otherwise specified), the member will have complete loss of the qualification and it shall be reflected in AUXDATA. The only way a member can regain a qualification is to completely re-qualify in the program. However, despite the loss of the qualification, the member is authorized to continue to wear or display an award or ribbon/medal that was earned while qualified and certified.

What if a member is traveling or transferring to another district or region? May the Auxiliarist exercise the qualification? The short answer is yes, the Auxiliarist may exercise the qualification in any area as long as they have proper assignment to duty. This, in short, requires the member to understand any district or region specific requirements. If there are district or region specific requirements, they must be completed prior to conducting a program activity in that region or district to ensure the member is familiar with regional geography, demographics, policies and/or program expectations. For additional information on portability of qualifications, please refer to the Chapter 8 Section B.1.h of the Auxiliary manual.

So to recap the various levels of qualification status:

The member may be "certified" meaning they may perform duties when they have received assignment to duty.

The member may be in "REWK" (Required Workshop, Not Met) status, meaning the member must complete the missing workshop. Once the member has completed the workshop, and has the workshop documented in AUXDATA, they or their attester must fill out the applicable form on the district's website. Once verified the task has been recorded, the member's status will be reset.

(cont. from page 14)

The member may be in "REYR" (Required Yearly, Not Met) status, meaning the member must complete all missing annual requirements. Once the member has completed the missing items and has them documented in AUXDATA, they or their attester must fill out the applicable form on the district's website. Once verified the task has been recorded, the member's status will be reset.

Therefore a member may be "qualified" in a program, but not "certified" to be assigned to duty.

So, as a member, what can be done to stay current in a qualification? A member can complete all annual tasks as early in the year as possible. Everyone understands there will be circumstances when a member is delayed, however the sooner the tasks are completed, the less likely a member will be hindered by things such as sequestration or weather conditions at year end.

Another item to ponder. It takes only one member to go into REYR or REWK but it takes several members to get them out of REYR or REWK. Don't let it happen to you.

New for this publication: If you have read the article, send an e-mail to DSOIS8WR@yahoo.com, just to say you read the article, ask any question you have regarding qualifications, certifications, REWK or REYR status, this will assist the IS Department in knowing if additional training is needed.

## **Workshops and How Do I Report Them?**

There have been many changes during 2015, and one of the more confusing ones is what is a workshop and how do I report it. Historically, 8WR has reported a myriad of items as workshops. At the start of 2015, a memo went out to all IS officers for clarification.

The current published ANSC Form 7039 Workshop Mission and Attendance Report by instruction is to only be used "to report all ***required*** national Workshops". So based on this, a list of workshops was sent so all IS officers knew what could be reported as a workshop. In April, there was yet another change. This change allowed ***all*** National Workshops to be reported, they did not need to be ***required***.

*So, what does this mean?*

District, division and flotilla workshops not using national material ***and/or*** presented in years that National does not have a workshop are not to be reported on the ANSC-7039. So, take for instance, Workshop 09 Information Services. In 2015, there is no published workshop so any training relating to Information Services would not be reported as a workshop.

(cont. from page 15)

Furthermore, the 04 Civil Rights Workshop has been replaced by Mandated Training Course 502319 Civil Rights Awareness (CRW) and the 07 Sexual Harassment Awareness Workshop has been replaced by Mandated Training Course 810000 Sexual Harassment Prevention (SAP). Therefore, boxes 04 and 07 should not be utilized.

If a Mandated Training Course is given, the Mandated Training Course Title and the corresponding identifier number must be listed in the remarks section of the ANSC-7039. If this information is not listed in the remarks section, the IS officer does not know to capture the information in AUXDATA.

So, if the training does not meet the requirements to be reported as a workshop, what needs to be done?

The following is the correct process of reporting training which ***is not*** a current national “workshop”

**Instructor** - completes ANSC-7030 under Mission Category 6

Use *06A OPERATIONAL TRAINING - Hours spend as a qualified instructor for any Operational Member Training activity including boat crew mentoring and presenting the Operations/Air Workshop.*

Use *06B OTHER MT - Hours spent as instructor for any Member Training activity, including CG courses, specialty courses, basic qualification, instructor, vessel examiner, or program visitor classes and workshops, other than the Operations Workshop. The qualified Lead Instructor shall be listed on the "Lead" line; Aides and Assistants do not have to be qualified and are listed on the other lines. A guest instructor does not have to be an Auxiliarist, and if used, do not enter a name on the "Lead" line.*

**Members** - completes ANSC-7029 under Mission Category 99-D Training Support. Instructions for this Mission Category are: *"Report all time spent in Training Support that is not otherwise reported on a 7030 or 7039. Any hours spent as Trainee, other than attending a workshop, should be reported here. This includes all time for preparation, study, homework, and travel regardless of the level of training."*

It is understandable that this is a confusing issue. As this article goes to print, a matrix is being developed for IS officers to help better understand what workshops can be reported on the ANSC-7039.

If there are any questions regarding what should or should not be reported on the ANSC-7039, please send the questions via the IS Chain.

**Editor's note:** Although this article appeared in the previous edition of Western Rivers, I thought it worthy of a second go-round.

## Navigation

By Michael Yerion, DSO-NS

On the Illinois River, 1673

“Father, it is almost time for us to leave. We have a long distance to go.”

“Ah, you are so right, Louis. We have many miles, and as our Illini friends say, many moons to travel. But they also say this will be a shorter route for us to return home. So, just where are we going?”

“Little Bear, says we must follow the river at least three moons more, upstream, till we see ‘the Bird that devours men.’ It will be on the rocks along the great river. I don’t know what he means but it is something we should be wary of. We must have the men stay alert!”

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May 14, 1804, Camp River Dubois

“Captain Clark, our boat is all secured with the supplies we will be a-needin’ for the trip. We’ve all said our goodbyes, and are ready to shove off. Near as I reckon, it will take us close to two days to paddle up river.”

“And when will we know we are in St. Charles?”

“According to the locals here, there is a fishing hut across the river from the town. We should see it about a mile down river from the town. The old man who stays there has a light he burns when it gets a bit dark out. So, we steers straight for it and we should see the village across the river. Captain Lewis is to meet us there.”

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May, 1858, Hannibal, MO

“Sam! Sam Clemens! Why you old pirate. I heard you were workin’ the river these days. Quite a change from the printing business, isn’t it?”

“Yep. Yep it is. Why, a pilot has to get up a warm personal acquaintanceship with every old snag and one-limbed cottonwood and every obscure wood pile that ornaments the banks of this river for twelve hundred miles and more than that, must actually know where these things are in the dark.”

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Whether these conversations ever took place is anybody’s guess. Louis Joliet and Father Marquette did ascend the Mississippi River to reach the Illinois River in 1673 and saw the Piasa on the rock bluffs north of present day Alton, Illinois. Using this Daymark, they knew they were not far from the mouth of the Illinois. Earlier, they had descended the Mississippi River and eventually saw the mouth of the Arkansas, before returning.



(cont. from page 17)

Captain Clark and his expedition did leave what is now Wood River, Illinois and reached St. Charles, Missouri two days later. There they met Captain Lewis, before continuing their trip up the Missouri on their Grand Expedition into the New Country. The old fisherman's hut with its dim light and campfire served as a nighttime beacon when the expedition came nearer to the little river village.

And Sam Clemens, later known as Mark Twain, did make this quote about his days as a pilot on a steamboat working between Hannibal and New Orleans. Plenty of sandbars, shoals, rock outcroppings and snags tested his memory each and every day he spent behind the ship's wheel. The natural snags served as "buoys" as the sternwheelers navigated through the deeper waters.

What they all had in common, though, was the lack of modern navigation. They steered both upstream and downstream in swift currents with sometimes shallow and sometimes deep water beneath their keel. Unlike today, where our major rivers have been tamed by the Army Corps of Engineers, these large rivers spread from river bluff to river bluff. In some places, the river may have been four feet deep or greater; in others less than a foot. In accounts of Lewis and Clark's journey, *Undaunted Courage*, Steven Ambrose wrote of days that men of the expedition literally pulled the Corps of Discovery's boat upstream with large ropes, strong backs and wading of shallow waters.

There weren't any day crossing marks, no beacons, no buoys and no private aids to navigation. There certainly were very few villages or Native American camps on the rivers, as we have today. Information was passed on by word of mouth. Clemens had to memorize the river and hope that it did not change due to currents since his last pass through a particular stretch of water. The risks of traveling by water were much greater than today, where the Coast Guard maintains a "Red, Right, Returning" system of federal aids. Additionally, private ownership of structures are to be lighted, such as bridges owned by the States or dolphins located at docking areas of power plants or barges in fleeting areas, helping the transiting mariner through unfamiliar waters.

As an Aids Verifier, you too can experience what our early explorers may have felt when traveling the river. There is a large need for A/V's to assist the Gold side in performance of their mission. There are just too many navigation aids, private and federal, for all to be checked. Work is done in the nighttime hours when aids can be viewed for the correct timing sequence. (Those of you who may have attended the A/V presentation saw what a typical Federal Aid light looks like.) Daylight hours allow A/V's to inspect the aids to ensure that they are standing correctly, have not been covered in vegetation, that they are properly located on Corps of Engineer charts and are proper in number.

## Military Appreciation Day

By Neil McMillin, DCDR

The Minnesota State Fair, deemed the Great Minnesota Get Together, is the one of the oldest and largest State Fairs in the nation. One day each year, the fair sets aside Military Appreciation Day to honor those who have and are now serving in our nation's Armed Forces. With all branches being represented, the United States Coast Guard Marine Safety Detachment in the Twin Cities proudly displays their 25 foot RBS boat. Fairgoers were treated to tours of the boat by the staff of MSD headed by LT Travis McNeely, Supervisor. USCG Auxiliary Division 11 Twin Cities Division partnered side by side with the active duty shipmates featuring life jacket displays, safe boating literature and an aquatic invasive species display. Games for kids to teach safe boating were also featured.

Flotilla 11-8 member Donald Severson attended and worked the exhibit dressed in his "Coastie" uniform. He proudly served in during the 60's and 70's as a Petty Officer Second Class. He was a hit with veterans and all the attendees.

Military Appreciation Day is always a special Public Affairs event for Active Duty and Auxiliary members alike.



Photo Courtesy of Mick Joneja SO-PA

(cont. from page 20)



Photo courtesy of MSD staff



Photo Courtesy of Mick Joneja SO-PA