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Photos courtesy of Tracy DeLaughter

Auxiliarist Bob Evans takes a turn at the Helm of the USCGC MUSKINGUM, and the Home Port Yard Arm of the USCGC MUSKINGUM.

Division 5 has had much going on with the annual Hydro-plane boat races as well as a special emphasis on six-pack operators and a Vessel Safety Check day. They are recruiting like mad and thinking out of the box on where to pick up the members that they want to have come out and serve with them. They are doing mass media blitzes with the radio stations and newspapers as well as just getting out there and talking with the boating public about the possibilities of joining the Auxiliary.

With a big and busy AOR, they need all the help they can get so if you want to go patrol a very nice body of water contact Brock Stephens or Keith Burt and say you are available to come and play!

They have two more high visibility events coming up: Shoot-out and Two Dam day race. Both events have more boats on the water than the Dunkirk fleet during WWII.

Division 16 is looking forward to the Ark being built just so they can get back out on the water. With the majority of the lakes in the area at 20+ feet above flood stage, it is looking like boating season will be put off until mid-November on most lakes. There is enough driftwood on the lakes to create a raft for Tom Sawyer, Huckleberry Finn and Indian Jim. It is truly amazing the amount of deleterious material that floats down from some stockpile of deleterious material in the watershed to wash up on the beaches on the rivers and lakes. Amazing.

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One of the stumbling blocks has been the snail like pace of getting through the SECCEN process, also known as the Amorphophallus titanum, or the Corpse Flower, that only blooms every 7-10 years. While we have not seen that long of a time to get the nod from SECCEN, the scent that the delays give us are pretty close to the smell of the aforementioned plant.

How do we improve the smell of the plant? How do we go from the Amorphophallus titanum to bed of sweet smelling roses? It is very easy. We get the members involved in as much as possible while waiting on the approval and ID card. There is a list as long as a dragons tail of what *can* be done while in the SECCEN queue and a list as short as a hobbit of what can't be done while in the same queue.

Get the new members busy, match them up with a friend and start the training. It is just like "The little engine that could". WHOOO!! WHOO!! CHUGGA, CHUGGA, CHUGGA, WHOOO, WHOOOOO!!! Help them pick where they want to start and stoke that fire box, Chugga, Chugga. Ding that bell and complete a course of study and get a certification. YES! You can get a certification while waiting for the ID. WHOOO!! WHOOO!! Gotta get a uniform, not just any uniform but a Coast Guard uniform, YESSS SIR! A Coast Guard Uniform with starched blue shirt and shiny black shoes with a cover on top, a cover on top! Yesss Sir, Yesss Sir, a Coast Guard uniform and someone to show you how to wear it right, wear it with pride I say, wear it with pride! Study and study and study some more, learning to be an Examiner now, saving a life by a talking to the public on their boat, Yesss sir on their boat, saving a life, Yess sir, saving their life with a little education, education my friends, safety education, Yesss sir, Safety Education and they don't need the ID for that!

New recruit – paperwork- Black hole- Activity- ID- Never miss the opportunity to share what you know and save a life. We have missions.

Very Respectfully,

Tracy

Note: If the song from the MUSIC MAN is stuck in your head after reading try 10 minutes of heavy metal. That will usually get rid of it.

DSOs' Reports

Jack Gumb - DSO-Operations

I am sure almost everyone has their boat out of storage and ready to boat for the summer, but in most of our AOR, the waters are very high due to much rain received. Some of you may not have any ramps open since they are all under water. This summer season is beginning to look a lot like 1993. Hopefully, Mother Nature will let up soon and will assist us in having a more normal summer.

It is hoped that anyone who needs a QE in 2015 will get Appendix G into the Area QE so that it can be scheduled early in the season so you won't be pushed into doing it late in the season.

Do not forget to read the new PPE SOP that was sent out a number of weeks ago by DIRAUX, and comply with all those requirements.

I hope you will have a good July 4th and summer.

Dorene Wendland - DSO-Finance

Many flotillas have selected June or July as the time to be sending dues notices to their members. With a 1 September or 15 August deadline for payment, it gives the flotilla time to process disenrollment paperwork for those who are not renewing for another year. What they will be asking for this year has increased because of the rise of dues at the National level. Several divisions are also looking at an increase in their dues. It's unfortunate but seemingly necessary for these raises to come at the same time.

Be sure your dues notices include the higher cost of District/National and any local increases.

Ed Lieblein – DSO-Vessel Examinations/Program Visitor

WELCOME VESSEL SAFETY EXAMINERS

As a vessel examiner conducting a vessel safety check, you are expected to make sure the boat owner carries the required equipment. Ensure the vessel is in compliance with federal and state regulations for such things as life jackets and fire extinguishers. The vessel examiner should explain that the required items found on the left side of forms ANSC 7012 and 7012A save lives and loss of property. It is important that the owner understands that federal/state requirements are minimum requirements and do not guarantee the safety of your vessel or its passengers.

During the VSC examination, the recommended and discussion items found on the right side on forms listed above are extremely important topics. In 2013, the Coast Guard counted 4,062 accidents that involved 560 deaths and 2,620 injuries. The major causes contributing to these statistics were: operating a vessel with alcohol use, excessive speed, improper lookout, operator inattention and inexperience. While not required, the following equipment is strongly recommended and should be discussed with the boater and the family.

VHF-FM Marine Radio with Digital Selective Calling System

VHF-FM Radios are optional for vessels under 65.6 feet; however, they are recommended. Two types are available: full-sized, fixed-mount radios offer 25 watts and have a range of 10 to 15 miles. The handheld offer 5 to 6 watts and has a range of 3 to 5 miles. The FCC does not require most operators to acquire a license. Channel 16 is the distress/safety calling channel. In some locations, recreational boaters might be directed to use channel 9. Channels 24 thru 28, plus 84, 85 and 86 are used for public correspondence. These radios also offer weather information found on channels 1 through 10. Know the limitations of cell phones especially in open waters.

The Global Maritime Distress and Safety System (GMDSS) is an emergency communications system that will, when fully implemented, allow recreational boaters to send automated digital messages that include boat's identity and location to the Coast Guard. Your VHF radio must be equipped with Digital Selective Calling (DSC) capability and be interfaced with a GPS receiver. Channel 70 is the frequency reserved for digital distress calls on a VHF radio. Users of a VHF-FM radio equipped with a DSC will also need to obtain a Maritime Mobile Service Identity (MMSI) number which is unique to the vessel. These numbers are available from Boat U.S., or the FCC. With one push of a button, your DSC radio sends an automated digital distress alert containing your MMSI number, position, and the nature of the distress (if entered) to other equipped vessels and rescue facilities. For more information on the DSC system the link is: www.boatus.com/mmsi. Read the online tutorial.

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ANCHORS & EQUIPMENT

Discuss the importance of having an anchor on aboard. Many boaters will have two anchors. One anchor might be used to keep the boat from running aground in bad weather or as a result of engine failure. The second anchor should be larger and heavier for overnight anchoring. Know the advantages for the three most commonly used anchors (Danforth/Plow/Mushroom). Recommend attaching a 3-6 foot length of galvanized chain to the anchor. A chain will withstand abrasion by sand or rock on the lake bottom. Normally, a scope of 7:1 is adequate for holding a boat. If the water is 10 feet deep and your bow chuck is 4 feet above the water, you need anchor line of 98 feet. Nylon makes an excellent anchor line because of its elasticity, which eases the shock of the boat's movements on the anchor. Do not anchor from the boat stern because small boats may capsize or sink.

Mounted fire extinguishers

All hand portable extinguishers should be mounted. Consider locations where the extinguisher can be reached easily; for example, at or near the steering station, the galley or engine rooms. Discourage locations where a fire may likely start. Coast Guard approved extinguishers required for boats are hand portable, have either B-1 or B11 classification, and must be provided with a mounting bracket. Verify that the pressure indicator is in the normal charge range. High or low readings are cause for disqualification. Explain how you test the push button type extinguisher found on PWCs. Stress the importance to carry one extra fire extinguisher aboard.

DEWATERING DEVICES/FIRST AID KITS/CAPACITY CERIFICATE

Boats and canoes/kayaks should carry one manual dewatering device aboard. Installed bilge pumps should be tested. Pontoon boats should carry a dewatering to help other boaters. First aid kits should be aboard and easily located. Capacity plates are required on mono-hull vessels under 20 feet. The VE examiner should take careful consideration if the vessel has too many people and/or too much gear that can cause the boat to become unstable.

WEATHER/FLOAT PLAN/SAFE BOATING CLASSES

In 2013, weather caused 40 deaths and 181 accidents. Most drowning's occurred in inland waters, most within a few feet of safety and not wearing life jackets. You should never leave the dock without first checking the local weather forecast. Check for weather changes: flat clouds getting lower and thicker, puffy, vertically rising clouds, black threatening clouds, especially to the west/southwest and flashes on the horizon. In serve weather, head the boat into the waves at a 45 degree angle. Explain the lightning safety guide which is the 30 – 30 rule. The first "30" represents 30 seconds. If the time between when you see the flash and hear the thunder is 30 seconds or less, the lightning is close enough to hit your vessel. You should seek shelter. The second "30" stands for 30 minutes. After the last flash of lighting, wait 30 minutes before leaving your shelter. More than one half of lightning deaths occur after a thunderstorm has passed. Play it safe and file a float plan with a friend, relative, or the local marina. Float plan forms are available at www.uscgboating.org.

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Training is important for boaters of all experience levels, especially for the beginning boater. In a typical year, approximately 84 percent of accidents involving fatalities occur on boats where the boat operator had no formal instruction. Know what classes the different agencies are offering and have phone numbers and dates available.

CANOE/KAYAKS/PADDLE BOARDS

In 2012, this water sport had over 21 million participants. To help ensure a safe and enjoyable paddling experience, the Coast Guard Auxiliary is promoting safety awareness and more information sources for all paddlers. Completing a Vessel Safety Check (VSC) is very challenging because the traditional locations for finding paddlers are not at boat ramps. When conducting a VSC, recommend safe locations for paddling and know the weather forecast if they ask. If available, have water trail maps and offer the orange lost and found sticker #3004A. Paddlers are usually found at parks, beaches, and small bay inlets. Contacting canoe/kayak clubs is an excellent way to promote safety training. The training and safety needs for paddlers vary from state to state because there are recreational, sea/touring, and whitewater kayakers. Life jackets and a whistle are the basic requirements; however, know the safety checklist items. When appropriate, discuss what happens in cold water, shock and hypothermia. The safety needs for the paddler is sometimes greater than for power vessels. Their craft are smaller, have lower free board and are affected by weather conditions. For more information: www.americancanoe.org/

Responsibilities to your passengers and others

You are responsible for anything your boat does or anything that happens to or on your boat – if you are present or if it is used with your express or implied consent.

Federal law requires you to provide whatever assistance you can to anyone at sea in need of help. However, it does not require you to endanger your passengers, your vessel, or yourself while doing so. If you render assistance, you are protected by the “Good Samaritan” clause of the Federal Boating Safety Act of 1971.

Ed Lieblein DSO-VE/PV

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 24)

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>

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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.

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(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 striking for a qualification 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.

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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.

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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.

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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.

You Just Never Know

By David Cassell, DCDR

When we wear the uniform of the Coast Guard Auxiliary, we not only represent one of the finest volunteer organizations in the country but we also represent Team Coast Guard. The general public often doesn't distinguish the difference between Active Duty and the Auxiliary which is why we always need to wear the uniform proudly and correctly, because you never know. Let me explain.

A few months ago, several division officers and I were attending a flotilla meeting out of town. Since we arrived a little early and it was dinner time, we decided to stop for dinner at a popular steak restaurant near the meeting site. The restaurant was packed, but we were shown to a table where we dined and enjoyed the fellowship greatly. When time came to pay our bills, we were told that an anonymous person had paid our bill, and wanted to thank us for our service.

Another example of "You just never know" happened a few weeks ago when several members of the La Crosse flotilla and I were out on patrol on the Mississippi River just South of La Crosse. I decided to check out a popular anchorage where families often anchor and play in or near the water. I think of these patrols as a PA opportunity, to make people aware that the Coast Guard has a presence. As we approached the mouth of the inlet, I noticed a beach ball floating across the inlet, with a small girl standing on the beach helplessly watching it move away from her. I briefed the crew on my intentions, and we prepared to execute a SAR on the beach ball. Effortlessly, we retrieved the beach ball and delivered it to the little girl whose family thanked us, but much to our surprise the entire beach, witnessing our "Rescue" gave us a grand applause.

So, wear your uniform with Pride and Honor, because "YOU" just never know.

Division 11 Active in PA Events and Assistance to Active Duty

By Neil McMillin, DCDR

The National Safe Boating Week Proclamation was signed by Minnesota Governor Mark Dayton. A photo op presentation was held on Wednesday 20 May in St. Paul with MN DNR, USCG Active Duty and AUX along with a USPS representative. The photo was published in the Eighth District RBS Coordinator, Ed Huntsman AAR report featuring NSBW events around the nation.



Photo courtesy of Steve Jones 11-2 FSO-PA

For the third year, Flotilla 11-8 participated in the Coon Rapids Dam Kid's Fishing Festival on 2 May. Typically there are 1000-1500 people attending the event. We see at least 400 to 500 kids and adults during the four hours of the festival. The invasive species display and also the Garbage Game is on display. Each year we hand out several boxes full of US Coast Guard Sea Partners Inky the Whale, Officer Snook's Invasive Species and Sammie the Otter books to the kids. We also provide the adults with several pieces of boating safety literature.

(cont. from page 32)

Thanks to the efforts of Steve Jones, ADSO-PA 11-2; Mick Joneja, SO-PA 11-1 and others from around Division 11, video PSA's were produced with Jason Davis, former KSTP TV reporter and USCG Marine Safety Detachment Twin Cities, US Army Corps of Engineers, MN DNR staff and St. Paul Sail and Power Squadron. This concerted effort marks a first in partnering with Safe Boating stakeholders in the Minnesota area. Photos of the event can be found at the end of this publication. The PSA's are currently airing on Facebook and may be found on the following links: https://youtu.be/c_XqAQafJHc <https://youtu.be/iLwXW-bigJ0>

On June 16, Division 11 participated in the Minnesota Safety Council Safety Safari day at the Como Park Zoo in St. Paul. Featured were life jacket demonstrations for kids and distribution of safe boating literature to eager parents. Estimated outreach was 500 kids plus parents and chaperones.



Photo courtesy of Steve Jones 11-2 FSO-PA

On 19 June, CWO4 Bruce Blair of MSD Twin Cities retired after a distinguished 30 year career. AUC Barry Berg, 11-2 and Neil McMillin, DCDR were honored to participate in the color guard along with two active duty PO2 staff from MSD. The retirement ceremony was held on the M/V Anastasia on the St. Croix River. LTC Michael Reed, Chief of Prevention from Sector Upper was the attending dignitary. Attending from the Auxiliary were COMO Bob Heinz, Janet Heinz and Chuck Woodward.

(cont. from page 34)



Photo courtesy of Steve Jones 11-2 FSO-PA

Color Guard members (L-R)

MST2 Josh Thorne; AUX Neil McMillin, DCDR; AUC Barry Berg, 11-2; MST2 Laura Herr

From Neil McMillin, DCDR Division 11



Photos courtesy of Steve Jones 11-2 FSO-PA

Work progresses on the video PSA's. (see details on page 33)

From Neil McMillin, DCDR Division 11 (cont. from page 36)



Pre-video taping set up.



Work progresses on the video PSA's. (see details on page 33).

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Photos courtesy of Steve Jones 11-2 FSO-PA

