



USCG Auxiliary District 14 Division 2 Quarterly Digest

Views from the Bridge

A Fond Farewell, and a wish for following seas.



by Division Commander Matthew Smith

DCDR's Farewell Message

It was not easy to lead from Korea, and I am glad to see that members who live on Guam are stepping up to take leadership positions.

Many people remember some rough times this year. We had a Navy Base Guam access problem. However, with the diligent effort of our AUXLO, BMC Kelly and the patience of our members, the controversy has died down and members who need access still have it. Likewise, we experienced severe damage from the typhoon that hit the islands. It spoiled Safe Boating Week on Guam and laid waste to much of Saipan. I am happy to report that no one was killed or injured in the storms. Auxiliarists must always be ready for these contingencies and I hope members will avail themselves of some very good training offered by DHS.

The thing I am proudest of in 2015 is how many people we sent to C-schools. C-schools are an excellent opportunity for members to experience top-notch training back on the mainland. We sent several people back to the mainland for leadership and technical

courses. I am not familiar enough with the history of sending people to C-schools, but if we didn't hit a record of C-school attendees, then we came darn close.

The greatest thing about the Auxiliary, in my opinion, is the opportunity to receive training and then to put that training into practice. I would like to encourage you all to remember why you joined the Auxiliary, redouble your efforts to build and hone your boating skills, and get out there and make Guam and Saipan safer and cleaner places to enjoy recreational water activities.

As for me, I have accepted a job as Senior Transportation Planner with the Arizona Department of Transportation Aeronautics Group. Therefore, I am moving home to the mainland where I will spend my weekends teaching Public Education classes and patrolling Lake Roosevelt. It makes me sad to leave the Pacific Rim. I could only visit Guam about once or twice a year, and I would have loved to relocate there. It just wasn't meant to be. Please know how much I appreciated your friendship and hospitality when I visited, and I hope that someday I will get to visit your little slice of paradise again someday. I love Guam and I will always remember you very fondly.

I bid you fair winds and a following sea.

THIS MONTH'S
TOP STORIES

Good-Bye Mr. RHIB

by Matthew Smith

Station Apra Harbor has housed and maintained a retired USCG rigid hull inflatable boat (RHIB) for Auxiliary use for a decade. This year command decided that it is time to retire the RHIB from Auxiliary duty, too. There are two major issues that led to this decision. First, the RHIB is simply too costly to maintain. The RHIB has deteriorated structurally and one of the two engines is too costly for Sector to bring back up to required specifications. Add to these problems the chronic lack of mission hours and the logical choice was to retire the RHIB. Sector wanted Flotilla 2-24 to use the RHIB for more than 200 hours per year. However, we could only manage about 80 hours per year.

Where do we go from here? We still have Bob's *Riba* and Jim's *Galaxy*, but it is imperative to recruit new members who own vessels and are willing to have those designated facilities. More importantly, more existing members need to commit to the boatcrew training program and then commit to performing missions. To maintain boatcrew status, one only needs 12 hours per year. Missions tend to be six hours long. One six-hour mission every six

months is possible even for the busiest of people. I came all the way from Korea to get my 12 hours a year. You can come from across island.

Leaner and Stronger

by Matthew Smith

The rosters for both 2-24 and 2-29 will see a little bit of a reduction from last year due to lack of dues payments. In raw numbers, 2-29 only lost one member, leaving eight members. Meanwhile Guam will see its roster reduced by nearly twenty people into the mid-sixties. Members who feel bad about losing this many people should look at the bright side. The eight in Saipan are strong and dedicated, working hard to rebuild a flotilla and get active in the community. Guam will be able to reach its voting quorum at meetings much easier now that several members have left. Having said that, it is incumbent upon active and experienced members to try to get the inactive members motivated and help them to find themselves a niche within our organization. Mentoring people is a key factor in keeping members active and happy. It all starts with a simple phone call, "Hey, this is Matt from the Auxiliary. I was wondering if you want to go to the meeting on Tuesday night? I can pick you up if you like."

Commodore's Message

by **COMO Frank Gumataotao**

One of the ever important questions for Auxiliary leadership goes to whether we are relevant to today's mission. The Auxiliary came about during a time when patriotic Americans sought to assist the Coast Guard in its mission to protect our coastal waters from threats to life and property. They volunteered their time, boats, and radios to this cause. Over the years, our mission has become more defined. Our responsibility for recreational boating safety is viewed by some to be community based and light in spirit. This is belied by the fact that our members train to the same standards, as active duty positions and undertake an expanded role in Marine Safety that includes commercial fishing and sea operations. Our Aux Chef program places members on cutters for sea duty, our VE program has improved safety to remarkable levels and our Coxswain and boat crew programs augment SAR on a regular basis. The Coast Guard invests, about \$18 million per year in the Auxiliary and reaps a return of more than \$200 million. This is incredible as an audited return investment.

Our nation faces an expanded threat to security and the Coast Guard is the first line of defense on all imported goods, coastal entries, and drug interdiction. The Auxiliary has

expanded its role to include Marine safety and paddle sports as we mold our organization to fit contemporary needs. Budgetary constraints call for increased use of our volunteers. We are professional, seasoned, and ready to answer that call. Our work on Deep Water, Horizon, support of disasters like Haiti and Sandy bear witness to our value. The Auxiliary maintains relevance through continual self-evaluation and constant communication with gold side planning and leadership. Our training can be rigorous, but this is the price of maintaining a professional team. Our 32,000 members stay committed to the core values of the United States Coast Guard and stand ready to heed the call of the Commandant. We are intricate part of the 80,000 who comprise the active duty, reserve, civilian and Auxiliary Coast Guard. It is our commitment to training, professionalism, and forward leaning attitudes that keep us relevant. This is Team Coast Guard.

What / Where in the AoR...

by James Sullivan

“While District 14 is one of the smallest Districts in number of Auxiliarists, it is the largest in terms of area of patrol responsibility. Over 460 Auxiliary members work alongside 1,150 Active Duty, 150 Reserve, and 80 Civilian members of the Coast Guard to serve an area of 12.2 million square miles of land and sea including Hawaii, American Samoa, Saipan, and Guam. In 2014, nearly 37,000 hours of volunteer service were performed by District 14 Auxiliarists”. So begins the introductory text of our District website.

This diversity is perhaps both our greatest strength as a Division, as well as one of our larger challenges. The purpose of this monthly feature is to highlight an area of activity within our AoR to celebrate the diversity that exists within our District, as well as educate our membership regarding the opportunities that exist for us across Guam and Saipan, as well as the broader Activities Far East (FEACT) platform.

This month, we profile the good work of our Gold Side colleagues across Activities Far East with a highlight on Indonesia. There has been a significant step up in dialogue between the Auxiliary and FEACT this year, led by FEACT CO Captain Boone and Auxiliarists on the ground in Korea, Singapore, the Philippines, and Japan.



Lt. Kenn Yuen, Lt. Matt Arnold and Chief Warrant Officer Rob Moseley, port state control officers at Coast Guard Activities Far East, visually inspect the hull of the 656-foot U.S. flagged vehicle carrier ship. Coast Guardsmen conduct inspections to ensure a vessel has a suitable structure, correct documentation, proper working equipment and lifesaving equipment and adequate accommodations. (U.S. Coast Guard photo by Lt. Peter Raneri/Released)

US Coast Guard helping to enable Indonesia's "Global Maritime Axis"

A man stands at a podium, about to complete his transformation from a furniture salesman to President of the fourth largest country in the world. He presents his vision for this island nation, reaching back to the days pre 1800's when water routes were the center of life across the archipelago. "We have far too long turned our back on the seas, the oceans, the straits, and the bays. It's time to restore everything so that "jalesveva jayamahe" (in the sea we will triumph), a slogan used by our forefathers, will echo again".

Indonesia's Maritime policy is now front and center, with President Joko Widodo declaring in June 2014 that Indonesia will become a "global maritime axis" (*poros maritim dunia*) again. One critical element to this strategy rests in port security, impacting safety in an era of rising piracy as well as the competitiveness of the Indonesian Economy. The United States Coast Guard, active in Asia since 1947 and in Indonesia for more than 10 years, is supporting the development of Indonesian port security by sponsoring reciprocal visits of officials touring US and Indonesian port facilities. US Coast Guard personnel will arrive in Indonesia in late May to liaise with officials from the Indonesian Sea and Coast Guard

(KPLP) to examine how both nations implement port security measures and share best practices.

The epicenter of global piracy has shifted from the waters off the Horn of Africa to those of the 17,000 islands of Indonesia. Indonesian waters were the location for 21 out of the 54 actual and attempted acts of piracy in the first three months of 2015, or almost 40% of global piracy activity according to the International Chamber of Commerce's International Maritime Bureau. This is up from only 4% of global piracy activities in the first quarter of 2011. Somalia, widely seen as the epicenter of global piracy, saw its share of global piracy activity peak at 60% in the first quarter of 2011 but fall to zero reported attempts in first quarter 2015. The actions of terrorists, pirates, smugglers, stowaways, and criminals exploiting the sea for illicit ends has demonstrated the need for the world's flag and port states to work cooperatively to reduce risk.

Better security at Indonesia's 1,700 existing ports can also begin to reduce the country's logistics costs, which sit at 24% of GDP vs. the 10% global average according to the World Bank. Port security impacts the cost structure in several ways, including shipping insurance that can cost up to 80% of cargo value when shipped from ports with lax security; to significant delays experienced by ships sailing to overseas from non-compliant ports. Specific examples of the cost impact of this reality are legion, from the fact that oranges in many Jakarta shops are from China rather than Kalimantan due to lower shipping costs from a foreign country than a neighboring island, to the USD600 it costs to ship a 40 foot container from Surabaya to Jakarta vs. the USD180 it costs to ship that same container outside the country to Singapore. These costs significantly hamper economic development, leading many products from Indonesia's commodity rich outer islands processed overseas rather than within Java, largely due to high shipping expenses.

The United States Coast Guard continues to work closely with the Indonesia Sea and Coast Guard (KPLP) to advance Indonesia's Maritime and Port Security goals. The two organizations exchange information and mutually share best practices, assisting in the implementation of the International Ship and Port Facility Security Code (ISPS Code). This global standard for port security was set by the International Maritime Organization (IMO), a United Nations agency charged with supporting the safety and security of global shipping. US Coast Guard officials have made more than 20 port facility security visits since 2005 as well as hosting Best Practices Seminars and Port Security Auditor Workshops in Indonesia. A team from US Coast Guard Activities Far East (FEACT) will arrive in Indonesia in June in order to tour ports with the Indonesian Sea and Coast Guard.

Port security serves a critical role not just in overall security in an age of rising piracy and terrorist threats, but also serves as an important enabler of Indonesia's economic development.



Bill Stacey, USCG MIDET Singapore, and Lieutenant Braden Rostad, USCG observe a life raft inflation test. Marine Safety is one of the core missions of the USCG in Asia. **(U.S. Coast Guard Auxiliary photo by James Sullivan/Released)**

For more information on training opportunities in Marine Safety, please contact Jodie Barnhouse at jodiebarnhouse@gmail.com.

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