A Bridge Too Low

Auxiliary works with the Gold Side on multi-year bridge renovation project

Once upon a time there was a bridge that spanned across the Tennessee River; this bridge was one of only 2 routes that took people from the Land Between the Lakes (LBL) and the main thorough fares to the surrounding cities. The original bridge was opened to traffic on March 25, 1932 and was built to cross the Tennessee River before Kentucky Lake was even planned.

Today, the Eggner Ferry Bridge is a four-lane, through-arch bridge in Trigg and Marshall Counties in Kentucky, opened to traffic on April 7, 2016.

The January 2012 incident
On the evening of January 26, 2012, a main span of the bridge collapsed after being struck by the cargo vessel MV Delta Mariner. According to U.S. Coast Guard reports, the Delta Mariner hit the bridge when it tried to pass through what is known as the recreational channel, which has a lower clearance, instead of the shipping channel, which the vessel normally used.

Continued on page 2
The Coast Guard surveys the area around the MV Delta Mariner as sections of Eggner Ferry Bridge lie draped over her bow. The Delta Mariner is a 312’ cargo vessel that was carrying rocket components from Decatur, Ala., to Cape Canaveral Air Force Station in Florida. Here is where the Coast Guard Auxiliary begins their involvement in the Eggner’s Ferry Bridge incident. On January 26, 2012 the Division Staff Officer for Operations (SO-OP) was contacted and asked if he could be on standby with a crew for his 38 foot facility vessel. He quickly was able to have the required 3 person crew able to get underway within 4 hours. The Coast Guard was keeping a 24-hour safety zone around the collapsed bridge, along with inspecting the ship that caused the damage. The boat forces from MSU Paducah contacted the Auxiliary officer so the crew on the response boat (RBS) could take a break. As things turned out, Auxiliary patrols were set to standby, as boat crew forces were brought in from Louisville, and Nashville. During this time several members of Division 08 also assisted at the command center, developing reports, answer phones and directing the replacement boat forces. A Replacement Bridge

On March 8, 2012, the Kentucky Transportation Cabinet awarded an emergency repair contract to replace the broken section of the bridge. The contract called for repairing and reopening the bridge before the upcoming Memorial Day weekend. The bridge was reopened on May 25, 2012.

Once again the members in Division 08 were asked to help with safety patrol for the resetting of the bridge section. The parts to the bridge were brought to a port on the Barkley Lake side of LBL. These parts were put together to form the new bridge section. The bridge segment was placed on several barges and pushed toward the 80-plus river miles to its new home.

The Division was able to get two vessels on the water to help keep industry and recreational boaters away from the bridge as the crane set the new section. When a

Continued on page 3
A Bridge Too Low  Continued from page 2

safety zone was requested the Active Duty, Auxiliary, law enforcement, search and rescue and fish and wildlife all had a presence on the water. Needless to say operations had an early start in 2012.

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Demolition of the Old Bridge
Demolition crews blew up a portion of the old Eggner Ferry Bridge early on Monday morning, July 25 2015. The Coast Guard shut down river traffic once again so the Eggner Ferry Bridge Project could continue. That morning there were official boats from The Coast Guard, law enforcement, fish and wildlife, the four surrounding county (Marshal, McCracken, Lyon and Trigg) search and rescue boats, along with Coast Guard Auxiliary, patrolling the area.

For a third time now the Coast Guard Auxiliary was asked to augment the Active Duty to provide a safety zone while the river was closed to all boating traffic. On a frigid and windy December day, the USCG, Auxiliary, law enforcement, search and rescue and fish and wildlife circled and maintained a safety zone, keeping out any fisherman or recreational boaters. They were also responsible for stopping the barge traffic from entering the safety zone.

A New Bridge
In December of 2015 the setting of the new bridge arch warranted more safety zones. New bridge construction had begun in 2013, taking a little over two years to prepare the structure for the setting of the basket-handle arch. After having parts of the bridge brought in by water and assembled on a barge near the site, the engineers planned to move five million pounds of steel across the Kentucky Lake on Tuesday December 1, 2015. They said it’s a move that takes the precision of a NASA shuttle launch.

“There’s a lot factors we have to keep in mind when we attempt a lift such as this,” Project Engineer Michael Oliver said. The move was scheduled to begin around 0700. About an hour later, the span was jacked into position between two piers.

For a third time now the Coast Guard Auxiliary was asked to augment the Active Duty to provide a safety zone while the river was closed to all boating traffic. On a frigid and windy December day, the USCG, Auxiliary, law enforcement, search and rescue and fish and wildlife circled and maintained a safety zone, keeping out any fisherman or recreational boaters. They were also responsible for stopping the barge traffic from entering the safety zone.

On Patrol while the demolition charges are being set on the old bridge. The arch of the new bridge can be seen in the background.

While on patrol Auxiliary operations, most of the time was spent diverting boaters from getting to close to the bridge or just slowing down to an idle speed so a wake was not produced by their vessel. Operations would be asked to provide safety zones six more days before the end of September 2016, each time at least 2 coxswains would volunteer to help.
A Bridge Too Low  **Continued from page 3**

Out with the old, in with the new as the 1932 version of the Eggner Ferry Bridge is demolished. Like many things in life events did not always proceed smoothly, but everyone did their best to make it look that way. The SO-OP would many times get requests from CG officers requesting boats, but would not know what time the blasts would happen, or to start patrols eight hours before the blast would occur. Sometimes there were patrols where blasts never happened, or the blasts that were set at 1800 would end up going off at 1745. The Eggner Ferry Bridge became one of the most unpredictable projects that Division 08 operations has been involved with.

Boat Force personnel from the Active Duty and the Auxiliary worked together. During the four-year project, PO 1 Chad Doughty (now retired) began teaming up with SO-OP Gregg McKee until PO 1 Dwayne Visser took over boat forces Operations for MSU Paducah. This long event involved many Coxswain and Crew personnel from the division for at least 1 patrol. Many of the members would volunteer for many more. Throughout the ordeal the Division became a team, willing to help out for a planned events or a mission with less than 24 hours notice. Those involved in them numerous missions were: Gregg McKee, Coxswain 08-11, Marion Edward Black, Crew 08-05, Kelly Amery, Crew 08-07, Mike Heid, Cape Girardeau Detachment, Jim Hufnagel, Coxswain 08-11, Mary Husfield, Coxswain 08-11, William Husfield, Coxswain, 08-07, Doug Johnson, Crew 08-11, William G Keene, Crew Cape Girardeau Detachment, Geri McKee, Coxswain, 08-11, Paul Memmer, Coxswain, 08-11, Sally Memmer, Crew, 08-11, David Nalley, Coxswain 08-07, Rob Sorg, Coxswain, 08-05, Chelle Torok, Crew, 08-05, and Alan Wade, 08-11.

**Last Patrol of the Season**
The final patrol was a check-off ride for boat crew member Mike Heid to advance to Coxswain. During this training mission, either ironically or perhaps just for a sense of closure, the cargo vessel MV Delta Mariner was traveling up the Tennessee River waiting to pass through the Kentucky Lake Lock.

Out with the old, in with the new as the 1932 version of the Eggner Ferry Bridge is demolished. Auxiliarist David Nalley is all smiles as the Delta Mariner passes.

Story and photos by Geri McKee, ADSO-PB

Additional photos courtesy of Stephen Dennee, AP and the Courier Journal

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MESSAGE FROM THE
Commodore-Elect

Looking to the Future

Congratulations are in order for our incoming District Executive Committee. Matt Meyer is returning for a second year as District Captain West, Dave Roberts is our incoming District Captain South, and LaRue Turner is stepping into the District Captain East position. Join me in welcoming also our District Chief of Staff for 2017 and 2018, Dave Stroup. I am excited for the opportunity I will have to work with them on the EXCOM.

Filling out the EXCOM Team of course is LCDR Jaime Salinas, Director Auxiliary for Eighth Western Rivers and Eighth Eastern Region.

No, I didn’t forget about Commodore Rick Schal who will be an integral part of the EXCOM as Immediate Past District Commodore. I owe him a ton of thanks for his support and mentoring he has given me my two years. Commodore Schal made me feel a vital part of the team, and I plan to continue that with our incoming EXCOM and Board after we get Division elections completed.

To our outgoing DCAPTS, Joey Vance, DCAPT-S, and Eric Piper, DCAPT-E, and Immediate Past District Commodore, Bill McGonigal, thank you all for the support you gave District Eight Eastern Region these past two years. Your leadership in your areas is greatly appreciated and I think I can speak for the District, Thank You!

I will also use this column to thank our outstanding District Staff Officers and Assistant District Staff Officers for the great support you have given me these two years as District Chief of Staff. If I asked, you provided, and this speaks volumes of your work ethics as an Auxiliarist. Bravo Zulu to you as well.

Lastly thank you to our membership. We are expecting challenges in the coming years organizationally. You will be the driving force to step up, take on the challenges, and assist your leadership in making the decisions that will move us forward progressively. You are the vital part of our organization. Your Division Commanders, along with the Past Commanders’ Association are our Board of Directors and each has a vote in the business of this District. Through your Flotilla Commanders, please send any suggestions to your Division Commander. If you think something might work, send it up.

Looking forward there is a boatload of initiatives and plans we are already working on for the next two years. Developing leaders and supporting our members are two of the “hot button” priorities I have at the moment. We have opened up an opportunity to improve our communication out of our District to the membership in the form of the District Direct email communications you all should have received recently. This is based on the same idea that our National Leadership uses to communicate to all members of the Auxiliary in a timely, more secure fashion than sending standard emails. You will hear more on this later.

We have on our District website our Operational Plan for 2017-2018. This plan is a living document and will be a roadmap of where I see us going as a team for the next two years. This plan is aligned with the Strategic Plan our National Leadership has given us and I encourage you all to read it, especially Division Commanders, so that you can align your Divisions with the National Strategic Plan in your preparation for the coming years. Likewise each Flotilla should have a written Operational Plan that ties in with the direction your Divisions are planning.

In closing I would like to promise you that I will give you the quality of leadership that you expect out of the Office of District Commodore, and I will do my part to “pull the load”. I mentioned at DTRAIN that I will roll my sleeves up and work with you, and I mean that. I plan to be out to as many of your Division and Flotilla events that time and travel will allow. Just let me know where and when and I will try to be there.

Here’s looking positively to the future.

Randy Ventress
The Heartland Guardian Gets a Look Inside 8ER (& WR)

The new Director of Auxiliary (DIRAUX) for both 8ER and 8WR, LCDR Jamie Salinas, has been fortunate enough to work with Auxiliary at almost every stop of his Coast Guard career, and is especially appreciative of the work the Auxiliary does.

St. Louis, Missouri - DIRAUX. Every United States Coast Guard Auxiliary member knows those initials. But few Auxiliarists ever get to see how the Director of Auxiliary’s office operation actually works. That recently changed for Heartland Guardian staffer H W. Smith when he spent several days in the St. Louis office helping the staff get caught up on the mountain of work they face every day.

Smith, in the process of interviewing current Director of Auxiliary, LCDR Jaime Salinas and talking with civilian employee Laura Simpson during the recent D-Train in Chattanooga, got a sense that the huge workload that has been created by the combination of District Eight, Eastern Region (D8-ER) with those of District Eight, Western Rivers (D8-WR) was impacting the office.

There was a backlog of D8-ER paperwork that had not gotten placed in the appropriate member files because other duties had taken precedence, LCDR Salinas and Simpson both said. Smith wanted to get a look at the challenges the DIRAUX office faces so that the Heartland Guardian could explain the process to Auxiliary members who might not get the chance to ever see it up close.

First Impressions

Several things became immediately apparent during the two and one half days spent in the office in late September. First and foremost, Director of Auxiliary LCDR Salinas and his staff are incredibly dedicated to the Coast Guard and its Auxiliary. All of them stressed how much they loved their work.

Secondly, they need Auxiliary help. That help can be as simple as Auxiliary volunteers from the area coming into the office to assist with filing paperwork which allows the staff to focus on priorities.

Third, it is very important that Auxiliarists in the field follow the Chain of Leadership and Management (COLM) when communicating with the office. Auxiliary members,
as per the directive from District Commodore Rick Schal, should communicate with DIRAUX through their flotilla and division commanders on any issue other than travel. All members should always use the dirauxlouisville@uscg.mil email address for any email communication with the office, the DIRAUX staff said. It helps them separate communications from D8-ER from D8-WR and that speeds up the process.

**Change Doubles The Load**

The reason that there is a backlog of work was easy to see. Budget cuts have forced the Coast Guard to trim its Auxiliary operation and that has resulted in the combining of offices and administrative staff. In the last year or so, the St. Louis office has become the center of an operation that spans much of the country.

In the last year or so, the St. Louis DIRAUX office absorbed many of the duties of the D8-ER office in Louisville, Kentucky where two positions, that of a Coast Guard yeoman, a civilian employee, as well as the district’s own DIRAUX were lost over the last year or so.

District Eight ER’s personnel records and many other administrative operations were moved to the District Eight WR office in the Robert A. Young Federal Building located in downtown St. Louis. That meant that the two civilian employees in the office, Simpson and Rhonda Dupras, saw their workload go from about 1,107 D-8 WR Auxiliarists to 2,177 with the addition of D-8ER’s members.

“It definitely doubled it, for sure,” Dupras said of the workload.

Now LCDR Salinas, Simpson, Dupras and D8-WR Operation Training Officer CWO3 Eric Kvistad each have offices in St. Louis and handle the balance of the work for D8-WR. LCDR Salinas, Simpson and Dupras handle much of the work for both districts. CWO4 Nick Frascella, the OTO for D8-ER, along with Schal, who is a part-time employee, are all that remains of the Louisville office. These changes have caused occasional confusion as members from both east and west get used to the smaller staff and each other.

Simpson and Dupras both have stressed that they love working with the Auxiliary. Both of them have been serving the Auxiliary for more than 10 years. They are experts in their respective positions, support each other and have a true commitment to the Auxiliary, their DIRAUX and the members they serve. The frustration was that, with the increased work, they just couldn’t deliver the kind of service they have traditionally been able to give, Simpson told Smith. One of the jobs that just wasn’t getting done was all the filing of the paperwork generated by Auxiliary activities.

**Heartland Guardian Goes To The Office**

So… These are some of the impressions that were created when Smith found his way to the office door on Tuesday, 27 September at 0800 and stepped inside the world of DIRAUX.

It isn’t a very big world. There are four offices, one each for DIRAUX Salinas, another for CWO3 Eric Kvistad, Simpson’s office and that of Dupras. There is a small common area
Day in the Life  Continued from page 7

with a table and the National Ensign, Coast Guard and Auxiliary flags. The coffee pot lives there too, a very important fact. Stuck in a corner is an even smaller area where the copier and shredder are located. The filing area with two large file stacks on rollers dominates much of the space. There is very little storage space and boxes of new equipment are piled in LCDR Salinas’ office.

There were few moments when the phone didn’t ring or some other activity wasn’t going on. From 0800 to 1600 the only sustained break in the work came with lunch, which had Smith realizing that he hadn’t worked like that in years.

The Process

The first process was to separate the stack into an alphabetized folder by member last names. That actually took a chunk of the morning of the first day. From then on, that folder was the center of his world as he took the paperwork under each letter, entered the stacks and began the process of finding the folder of each member named. Smith only focused on the paperwork generated by D8-ER which meant more than 1,070 member folders. Simpson and Dupras have to deal with twice that many.

After finding a member folder Smith took the appropriate paperwork punched two holes in the top of the page, attached it to the folder on the proper side, member records on the left, offers of service and facility records on the right, and returned the folder to its proper place. Each sheet of paper required the entire process.

Combining Cultures

Something that was noticed throughout the experience and talked about with LCDR Salinas, Simpson and Dupras was that, while most of the Auxiliary process is standardized, the two districts also have their own administrative culture and style of management. Members from Northeast Tennessee, Ohio or Pennsylvania experience the Auxiliary in ways that are much different from a member that lives in Wyoming, Colorado or North Dakota.

That has been one of the challenges, Simpson and Dupras, both of whom have worked through the administrations of several DIRAUX officers, said. Melding the two districts within one office is an ongoing process that takes understanding on the part of everyone involved as the two districts increasingly work together.

They all said they need the help, and patience of Auxiliary membership to make that happen. Organized communication is the key, Simpson noted. “There are so many members that the staff doesn’t know exactly who...
During Heartland Guardian’s recent stint in the DIRAUX office, it became apparent that even though the workload has at least doubled for the remaining staff after the elimination of the Louisville office and its personnel, Director of Auxiliary LCDR Jaime Salinas and both civilian office employees, Laura Simpson and Rhonda Dupras, work their very best for the Auxiliary membership, because they understand the Auxiliarists are volunteers serving the Coast Guard and the nation.

With their workload in mind, here are a few observations on how to help the process run smoothly and efficiently:

- **Do paperwork completely and well.** Read the instructions, write, or type, clearly, particularly when it comes to names, dates and pertinent information and check to make sure spelling is correct.

- **Make reports and other communications in a timely manner.** The initial report is only the first step in a process that makes its way through the Chain of Leadership and Management to the DIRAUX office, and in some cases, beyond.

- **Resolve as many issues at the flotilla, division or district level before involving DIRAUX.** This is how the system is designed to work and it saves everyone time and the Coast Guard money in the long run.

- **Travel arrangements and communications are the primary issues that members should deal with the office staff on getting resolved.** All other issues should go through the chain starting with the flotilla commander. Members should not call the DIRAUX office or visit without first going through their division and district COLM.

- **It is extremely important to use the proper email address when contacting DIRAUX.** That email address is dirauxlouisville@uscg.mil.

Ultimately, the old adage that “The job isn’t over until the paperwork is done,” is the truth. And, if the paperwork is done properly, in a timely manner and sent to the right place, then life is a whole lot easier for everyone, especially our shipmates in St. Louis.
A Profile of Continuous Service

Flotilla 4-1 in Lexington, Kentucky has an Auxiliary member who is special in many ways. Auxiliarist Arthur E. (Gene) Radin, (Chief Warrant Officer(CWO) 4 USCG Ret.) has provided over 50 years of continuous service to our nation, as well as, to the Veterans and area communities.

CWO Radin’s service began after WWII, in 1948, when he enlisted in the Coast Guard in Tampa, Florida. Gene served for six years as a Junior Storekeeper in various duty stations such as Mayport, Florida, New Orleans, Curtis Bay (Baltimore), Maryland and Boston, Massachusetts. It was in New Orleans that Gene met his future wife Peggy, who also joined the Coast Guard as a SPAR in 1960 (eventually retiring as a Chief Petty Officer).

After completing his initial enlistment, Gene enrolled at Florida State University (FSU), using the “GI Bill,” to earn a Bachelors Degree in Business in 1959. During his time at FSU, Gene enrolled in Air Force ROTC and attended Air Force training. Realizing the Coast Guard was still in his blood, Gene reenlisted after graduation. He earned his Chief Petty Officer Stripes in 1960 and then received a direct commission as a Warrant Officer in 1961.

Gene has pulled some interesting assignments. For example, in December 1988, both Gene and his wife Peggy were stationed at Governors Island, NY. This was the same time as the Presidential Summit between Reagan and Gorbachev. Gene recalled, “Peggy and I were part of the CG station security detail. It was an unusually cold day with a bitter wind, we both froze our butts off during the security patrols.” Both Gene and Peggy received the Coast Guard Special Operations Service Medal for their duty at the summit.

On 10 February 1990, CWO 4 Radin retired from the Coast Guard at Governor’s Island, NY after 30 years of service; however, retirement for Gene was short-lived. During Operation Desert Shield/Storm (January 1991), CWO Radin was recalled to active duty, serving with Port Security units in the Persian Gulf and onboard the CGC Chase, where he was awarded the Navy Achievement Medal. Gene often jokes, “They told me I was recalled because I was only one of six who had CG signature authority. I was the only one they could find because I happened to be on the golf course that day and within sight of the CG office. So they picked me.” After his “second-retirement,” on 30 September 1991, Gene and Peggy moved to Lexington, to be closer to their children.

Members of Flotilla 4-1 met CWO (Ret) Gene Radin on Memorial Day 2015 during one of his volunteer activities with Camp Nelson National Cemetery. Gene and a fellow Army Veteran, Herman Wilson, were placing Coast Guard Flags on Veteran’s headstones at the cemetery in preparation for the upcoming ceremony. Over that Memorial weekend, the flotilla members formed a lasting bond with their new shipmate. In 2015, both Gene and his wife Peggy became honorary members of Flotilla 4-1.

The members of Flotilla 4-1 thank our shipmate Gene Radin for his continued service!
As a newer Auxiliarist and this being only the second D Train I’ve been able to attend, I found it to be a phenomenal experience. It was very well-attended with representation from throughout our entire District. Hosted by Division 16 and held at the Chattanooga-Marriott at the Convention Center, in downtown Chattanooga on 16 – 17 September, there was truly something for everyone, new and older alike.

Trying something new this year, registration forms, along with hotel information and a preliminary schedule of training classes were sent out to the Division membership via email for the first time (a hard copy was sent via postal mail to members without email), in an attempt to streamline the registration process.

The weekend started out with the traditional staff meetings and District EXCOM (the District Executive Committee) elections followed by a Tennessee themed social night, where I had the opportunity to meet and talk with many Auxiliarists from our District.

Saturday brought a wide array of classes, featuring everything from all the mandatory trainings, CPR certification, leadership workshops, the AUXOP weather and seamanship classes and Operations Update, to the new Basic Qualification Course. The trainings were great, with knowledgeable, seasoned instructors, but the highlight of the weekend by far, at least for me, was the Commodores Banquet.

Preceded by a short reception, the banquet began with a memorial service honoring those Auxiliarists who passed this year. There was an honor table and taps, played by David Cox before dinner was served.

After an excellent dinner, the newly elected members of EXCOM were sworn in followed by speeches from Commodore Schal and District Commodore-elect Ventress. There were numerous awards and commendations given out to Auxiliarists from throughout the District. Commodore Schal brought a number of awards from NACON, for recipients who couldn’t be there. There are too many to mention in this short space, but I was struck by two awards for members performing over 1,500 VE’s in a year! Quite an accomplishment.

Keynote speakers were Captain Michael Zamperini, Commander, Coast Guard Sector Ohio Valley and Captain Kevin Oditt, Chief of Prevention, Eighth Coast Guard District. Both men reiterated the importance of the Auxiliary and what we do for the Coast Guard. The gold side is very appreciative of the support we provide them and we must reciprocate that by presenting ourselves in a professional and knowledgeable manner.

Chattanooga is a beautiful city (somewhere I’ve never been before) and the weather was great for most of the weekend. I made a lot of new friends and got some great training. Division 16 did an outstanding job of hosting an awesome event and I thank them for their hospitality.

If you’ve never been to a D Train before, it’s a great weekend to get away, make some new friends, meet up with old ones and get some first class training. The next opportunity will be in the Spring of 2017 in Birmingham Alabama. Hope to see you there!

Story by David Lynch, ADSO-PB; Photos (this and next page) by H William Smith, ADSO-PB, Lynn Miles DSO-HR, and Richard Miles, ADSO-PV
Photos from Fall D-Train 2016
Crossing the Bar
Remembering the shipments recognized at D-Train

Sunset and evening star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark:

For tho’ from out our bourn of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crost the bar.

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Photo by Tim Fritz, Poem by Alfred, Lord Tennyson
Family and the United States Coast Guard are the focus of LCDR Jaime Salinas’s life. Throw in a love of NASCAR, the St. Louis area, an appreciation of the Coast Guard Auxiliary and Salinas finds himself in the enviable position of being in the right place at the right time as Director of Auxiliary for both the Eighth Western Rivers and Eighth Eastern Region of the Auxiliary. While helping set the course for more than 2,170 Auxiliary volunteers is a big job, Salinas seems to be more than up to the task.

Family and The Coast Guard

“I’m a family guy,” Salinas said almost immediately when interviewed. “Everything I do is all about my family.” If you visit him at his office in the DIRAUX offices in St. Louis, pictures of his wife and children are a major feature of the décor. So is about every kind of Coast Guard model imaginable. It is obvious that family and the Coast Guard are the guiding lights of his life.

Salinas is also proud of the fact that he started his Coast Guard career in the enlisted ranks and has worked through a number of challenges while building a career he is justifiably proud of. “I am prior enlisted, I think that is part of what makes me tick,” he said.

Salinas joined the Coast Guard because he wanted to become a Coast Guard flier. “I had the aviator bug and the Coast Guard had the clearest path to do that,” he said. “Since the day I joined, the Coast Guard has pretty much, with work on my end, and work on my family’s end, given me access to every opportunity I wanted and I did get to fly, ultimately.”

The dream of being a Coast Guard aviator ended with an accident in flight school, Salinas explained, “I was injured at flight school and it wasn’t going to allow me to continue.” Instead of discharging him when he could no longer continue down the path of becoming a Coast Guard pilot, Salinas was retrained and sent to Hampton Roads as a casualty investigator. “That began my career in prevention.”

The Coast Guard and The Auxiliary

When asked what brought him to the position of DIRAUX, Salinas said that he has worked with, the Auxiliary throughout his career. “I have interacted with the Auxiliary at every position I have been at in the Coast Guard,” he said. “Whether that was Coast Guard Group Galveston, Air Station Sacramento, Atlantic Exercises and Planning, we ran into Auxiliarists at flight school and at Sector Hampton Roads, my very first Marine Safety Unit, we interacted with the Auxiliary as well.” Sector Upper Mississippi River was the station that he most interacted with the Auxiliary, Salinas explained, noting that the headquarters for that sector is located in the same building in St. Louis where he now works as DIRAUX.

From Sector Upper Mississippi River, Salinas moved a short distance to Paducah, Kentucky where he served as the National Technical Advisor at the Towing Vessel Center of Expertise. “There we interacted with the Auxiliary because they did some uninspected towing vessel exams with the Marine Safety Unit that happens to be in town and they occasionally came to our courses that we put on,” Salinas said.

Continued on page 15
When it comes to the Auxiliary and its place in Team Coast Guard, Salinas aligns himself with the policies of Admiral David Callahan that emphasize approachability and collegiality, he said. “As far as the civilian population, they (the Auxiliary) are the Coast Guard, not the Coast Guard Auxiliary, so they have to have that officer presence yet be approachable, even more so than the Active Duty because of the nature of the interaction.”

Recruitment is going to be a key focus going forward, Salinas said. The Auxiliary needs new blood and new ideas and there has to be increased interaction and cooperation between the Active Duty personnel and the Auxiliary. “We have got to be more of a team instead of; the Auxiliary is doing this and the Gold Side is doing that.”

**Facing New and Old Challenges**

There will always be challenges to face, chief of which is the continuing issue of budgetary constraints, Salinas said. “We don’t know what the budget is going to look like and we say this every year and that may be what Commander (Kristina) Dell’Orco said before me.”

As far as Eighth Eastern and Eighth Western being under one house, Salinas said that some of the challenges will be how the Auxiliary in both districts interact with his office and how his office interacts with Auxiliarists. “Finding the best practices for both Eighth Eastern and Eighth Western and sharing them together so that we can all grow together and be as successful as we can utilizing the same Director of Auxiliary and the same staff as support, I think that will help a great deal stretch our budget and utilize our time better,” he added.

The six months Salinas has been DIRAUX has been nothing but awesome, he said. “I’ve got the most amazing staff in the Coast Guard, they do so much,” he said. “It is important to them to do a good job because they know that everybody here (at the recent D-Train) is volunteers so when you take the time to do the mission and do the paperwork, that is literally extra time so if they are not giving you the support and personal attention you deserve they get very frustrated. They put a lot of heart into it.”

It is obvious that LCDR Jaime Salinas feels the same way.

**What you need to know about Cell Phones on Patrol**

Several of our readers have raised similar questions regarding cell phones and the requirement for two-way communications for surface facilities underway, while on orders.

While cell phones can be a useful back up while on patrol, VHF-FM is the required means to maintain a communications guard for Auxiliary Facilities while on patrol. This guard is normally kept with the nearest Coast Guard Station, Auxiliary SARDET/AUXSTA, or SDB Command Center but may also, when authorized, be kept by qualified Auxiliary Telecommunications Operators (TCO) using approved Auxiliary Radio Facilities. The Facilities may be Fixed Land, Land Mobile, or Transportable. Shore side portable, or hand held radios, are not considered adequate for guard purposes.

In those situations, where a qualified TCO is operating an approved Auxiliary Radio Facility while holding guard, the TCO shall have access to a phone in order to make notification to local authorities and their Order Issuing Authority (OIA). In those geographical situations where VHF-FM is not possible and an alternative non-standard modality (i.e., cell phone) is employed for guard purposes, such utilization requires a written waiver from the Coast Guard OIA.
District Staff Officers for 2017

DSO = District Staff Officer    ADSO = Assistant District Staff Officer

**DSO-Diversity:** Gerlinde Higginbotham
  ADSO-DV: Chris Jones
  ADSO-DV: Teresa Barnhill

**DSO-Safety:** Officer: Don Hunnicut

**DSO-Finance:** Mark Dever
  ADSO–FN: Michael Schlegel

**DSO-Legal/Parliamentarian:** Keith Blosser
  ADSO-LP: Lew Nichols
  ADSO-LP: Jimmy Helton

**DSO-Member Training:** Duncan Wilkinson
  ADSO-MT: William McGarvey

**DSO-Marine Safety:** Tom Blossom
  ADSO-MS: Ray Nunweiler
  ADSO-MS: James Perry

**DSO-Navigation Systems:** Cam Miller
  ADSO-NS: Dave Roberts

**DSO-Public Affairs:** Mike Heid
  ADSO-PA/Historian: Bill Smith
  ADSO-PA/Color Guard: Terry Mills
  ADSO-PA/Social Media: Terry Mills
  ADSO-PA/Coastie and Mascots: Wendy McAdams

**DSO-Public Education:** John Kleymeyer
  ADSO-PE: Dave Friedman

**DSO-Program Visitor:** Jim Armour
  ADSO-PV: Doris Armour

**DSO-States Liaison:** Robert Powell
  ADSO-SLO-Vacant
  ADSO-SLO-Vacant
  ADSO-SLO-Vacant

**DSO-Vessel Examination:** Carl Mosbaugh
  ADSO-VE/Paddlecraft: Larry Stulz

**DSO-Aviation:** Mark Lapenna
  ADSO-AV: Bob Spera
  ADSO-AV-X: Nick McManus
  ADSO-AV-AAC: Steve Campbell
  ADSO-AV: ADSO-AV: ADSO-AV:

**DSO-Communications:** Joe Kleri
  ADSO-CM: Randy Hawkins
  ADSO-CM: Bob Spera
  ADSO-CM: Susan Seaford

**DSO-Operations:** Chris Whitacre
  ADSO-OP/I-(Interpreter):
  ADSO-OP: John Franko

**DSO-Incident Management:** Fred Wasco
  ADSO-IM/IMS: Fred Gilman
  ADSO-IM/IME: Randy Ventress

**DSO-Communication Services:** Steve Campbell
  ADSO-CS: Bill Weeks

**DSO-Human Resources:** Lynn Miles
  ADSO-HR: Carol Mills
  ADSO-HR: Alesea Casto-Smith
  ADSO-HR: Carol Stroup
  ADSO-HR-

**DSO-Food Services:** Eddy Smith
  ADSO-FS: Jim Grant

**DSO-Information Systems:** DeAnne Rodenburg
  ADSO-IS: Bill Husfield
  ADSO-IS: Bill Weeks

**DSO-Materials:** Teresa Smith
  ADSO-MA: Eddy Smith
  ADSO-MA: Mary Ward

**DSO-Publications:** Curtis Pratt
  ADSO-PB: David Lynch
  ADSO-PB: Geri McKee
  ADSO-PB: Diane Gilman
  ADSO-PB: Bill Smith

**DSO-Secretary of Record:** Roseanne Deramus
  ADSO-SR: DeAnne Rodenburg

**District Commodore Adm. Aide D-AA:** Lynn Miles
**District Commodores Aide D-AD:** Patrick Brown
**District Commodores Aide D-AD:** Bill Smith
**District CoDistrict Planner-D-PL:** Richard Miles
  Assistant D-PL: Patrick Brown

At press time there were a few position vacancies. If you are interested in any vacancy or for more information, please contact the Staff Officer listed for that Department.