

THE **Pilot** **house**

EIGHTH COAST GUARD DISTRICT **E A S T E R N** UNITED STATES COAST GUARD AUXILIARY

Winter Issue 2010



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U.S. COAST GUARD

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Chief Director of the Auxiliary	CAPT. Mark D. Rizzo
Director Of Auxiliary	LCDR William Butler
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DCAPT- S	Walter E. Whitacre
DCAPT- W	George Groene
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D-AD	Jennie A. McNeil
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DSO-CM	David F. Stroup
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DSO-PB	Maurice Moulton
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11. Edward "Randall" Ventress	Charles Bader
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16. James C. Myers	Allen L. Wald
18. Patrick J. Linesch	Jeffrey A. Tinklepaugh
24. George H. Chesebro	Darrell R. Wood

EIGHTH DISTRICT SEARCH & RESCUE COMPETITION

June 18-19, 2010

Teams from
**Eighth District Western
Rivers & Eastern Region**

Are invited to participate
Hosted by Division 24 (North Alabama)



Come On Down, Bring a Team

DSAR Schedule & Events

Prep Day: Thursday, 17 June

- Teams, judges and support staff meeting and safety briefing at Goosepond Colony pavilion.
- No public events.

Day One: Friday 18 June

- Seamanship written exam
- Search and Rescue Planning
- SAR execution
- Marlinspike & Communications

Day Two: Saturday, 19 June

- Heaving Line
- Pump Drill
- Mystery Event 1
- Mystery Event 2

**Note: Event schedule may change
due to weather or other issues**



COMO David L. Maul District Commodore

A New Year -- A New Team

Although the winter season has been fairly severe well into 2010, it would appear that the Eighth District Eastern Region is well on its way to take advantage of the soon to be Spring season. Hopefully, it will come sooner than later. Despite the weather most Divisions were able to conduct their Change of Watch programs as scheduled. Those that found it difficult to meet the scheduled date smoothly transitioned to another and all went very well. Thanks to my new team (well mostly new) DCAPTs Gerlinde Higginbotham, George Groene, Walt Whitacre, the DCOS Rick Washburn, IPDCO Tom Mallison, LCDR Butler and members of his staff, we were able to have an EXCOM member present at every COW. Thanks to each of them for braving the weather to bring the District message to the membership!

There are a number of initiatives that we have been working on that would bring some very interesting opportunities to members of the District. One of these programs would be the District Search and Rescue Competition

that is scheduled for 17-19 June 2010. I'm sure that there will be a more definitive article about this event in this issue, but I would like to applaud the District's DSAR Coordinator, Bill McGonigal, DDC-R and the Division 24 Coordinator, George Chesebro, DCDR-24 for the spectacular job that they are doing in putting this program together. This event has taken on "a life of its own"! It would appear that this joint District event (8ER and 8WR) has been noticed by the National staff as well as the Eighth District Coast Guard staff. I believe that we will be visited by a number of national dignitaries and I know that Division 24 (Huntsville, AL) assisted by Divisions 16 (Chattanooga, TN) and 11 (Nashville, TN) will put together a "world class event". Look for more information in the near future.

A new opportunity for those interested in the art of cooking on a Coast Guard Cutter will soon be available for those who have some background in the culinary field. The AUXCHEF program is currently being reviewed by the Coast Guard and the first "trial run" is scheduled to be held on March 5th,

6th and 7th, at the Coast Guard Depot, Chattanooga and on the CGC Ouachita, which is home ported in Chattanooga. Assuming the success of this first try, we will be looking to train other District members to the point of having a trained group of folks who would be available to assist any of the six cutters in our AOR if and when an emergency arises and there is need for a "cook" on board. Stay tuned for this one, because it will give us another opportunity to assist Sector Ohio Valley.



"THE GUARDIAN ETHOS"

I am America's Maritime Guardian.
I serve the citizens of the United States.
I will protect them.
I will defend them.
I will save them.
I am their Shield.
For them I am Semper Paratus.
I live the Coast Guard core values.
I am a Guardian.
We are the United States Coast Guard.



Richard A. Washburn **District Chief of Staff**

District Directorate Chief (DDC) Changes

As our new season begins, I wish to announce the changes to your District Staff. First, Bill McGonigal will be taking over as the District Directorate Chief of Response. (DDC-R). Many of you know Bill from the District Captain East position for the past two years. Bill has a wealth of experience and knowledge. He replaces Terry Merlo for 2010. Terry did a wonderful job for us in the Response roll last year. Unfortunately, Terry resigned for health reasons and we needed to find a replacement. Not an easy job to fill. Bill has some great organizational skills and is an effective manager. Bill will do an outstanding job for us this year. The response position has responsibility for Bob Craig, DSO-NS, Mike Valencic, DSO-AV, Dave Stroup, DSO-CM, Rick Schal, DSO-OP as well as Mark LaPenna, DSO-DFSO. In addition Bill has charge of the ADSOs in those areas too. Please welcome Bill in his new positions. Yes, positions. Bill is also our Innovation Aide to Commodore Maul. Bill will keep us informed and educated with the areas dealing with Social networking. Facebook, Twitter, Blogging and the others methods of Social Media. Bill continues to step up and serve when asked.

The second change is the District Directorate Chief of Prevention (DDC-P) position. I am excited to have Paul Leffler appointed as the DDC-P for 2010. Paul, as Bill does, has years of experience and will guide the Prevention area in meeting it's goals for the new season. We have many changes, updates and mandates for Prevention in 2010. Paul will assist your members through his DSO's with all the upcoming changes. Paul replaces Gary Branstetter. Gary has a full plate with his civilian career as well as with his work with the Ohio Department of Natural Resources (ODNR). I wish to thank Gary for his efforts and look forward to working with him again. Paul as you know is our POMS Coordinator as well. Paul will continue in that role in addition to DDC-P. With the new season upon us and the new Operational mandates, POMS has many changes to implement. Especially, the order issuing authority. Paul is updating POMS to accept those changes. Paul has a super staff with Terry Siler, DSO-MS, Duncan Wilkinson, DSO-MT, Lynn Miles, DSO-PA, Jimmie Hufnagel, DSO-PV and Mort Mullins, DSO-VE. Through the DSOs and ADSOs, Paul will accomplish the District Goals and smooth out the rough spots as we move forward. Please welcome Paul in his new duties.

Billie McAdams will remain as our DDC-L (Logistics). Billie has her staff poised and ready to go in 2010. Jerry Turley, DSO-CS, DeAnne Rodenburg, DSO-IS, Mike Cotter, DSO-MA, Maurice Moulton, DSO-PB, Alan Hall, DSO-HR and Roseanne DeRamus, DSO-SR. You may have thought you caught a typo here. No. One of the changes National has sent down is PS or personnel services will be known as Human Resources (HR). Essentially the same position but with a newer job title. Maurice Moulton will take over as your PB Officer as Gerlinde Higginbotham moves to her new position as District Captain East. Billie continues to get the job done no matter where she is in the country!

Please welcome your new DDCs and Staff Members. All of these members have the experience needed and have donated their time to help us achieve a productive 2010. Work with them through your Chain of Leadership and Management so we all can be better informed. Using the CLM keeps the communication flowing and all informed. As always let your District Staff know how we can help achieve your goals and have a safe season. We look forward to working with you.



Walt Whitacre
District Captain – South

In reviewing the plans for 2010, it is evident District South has some awesome events on the calendar. One of the largest is the District Search and Rescue (DSAR) exercise slated for June 17-19, 2010 at the Goosepond Colony Marina in Scottsboro, AL. Three divisions are working jointly to conduct this dynamic event. By the time you read this, the flyer advertising the activity will have been released to the public. Has your division formed a team to compete?

The Auxiliary can improve by working with the state boating organizations, with partner agencies, with other boating organizations and with the public. Holding joint vessel safety check days with a local Power Squadron is one option. Conducting joint events with your local fire department or the local rescue squad is another. Developing response plans and working with your local Emergency Management team is also rewarding. Several divisions in Eighth District Eastern Region already do many, if not all, of these activities. When done well, all joint activities can present a positive image of the Coast Guard and Auxiliary to the public.

The preparation for and conduct of joint activities improves our communication and teamwork skills. Public programs such as regatta support, DSAR, teaching boating safety, and conducting safety patrols all support our mission. Enhancing the skills of all of our own members through conduct of the AUXOP courses and member training in teamwork, seamanship and communications improves our ability to support the Coast Guard.

We gain opportunities for new member recruitment by keeping our activities open and in the public eye. Let's commit ourselves to helping each and every one of our fellow members become better qualified. Let's encourage our fellow members to take on leadership roles. Improvement in personal qualifications will indirectly improve our community image and enable each and all of us to better serve the Coast Guard.

Let us all work toward improving our service to the Coast Guard and in enhancing our personal skills. Remember that the single, most important trait of a good leader is his or her willingness to serve others with integrity in an honest, open, sincere, helpful manner. One of a leader's most important and effective duties is to provide growth opportunities for those he or she leads.



Shown in the above photo are the participants and instructors in the Flotilla Commander's Academy conducted in Chattanooga, TN the weekend of Nov. 21-22, 2009.

Shown in the photograph are, from Left to Right: COMO David L. Maul, District Commodore (Instructor), Jon Crisp, Chris Whitacre (Instructor), Ernest Cornett, Tim Hooker, Margaret Wood, Wayne Schnell, Greg DeFriese, David Ferguson, John Sharar, Norvella Duke (seated), George Warde, Paul Boyd, Darrell Wood, Walt Whitacre (Instructor), and David Galaska. Not shown is Duncan Wilkerson (Instructor). This was a very interactive and productive course. It was facilitated by COMO David L. Maul, District Commodore and enjoyed by all.



Mort Mullins
DSO - Vessel Examiner

First, a look back at 2009. Total Vessel Safety Checks for our District totaled 5148, up just over 10% from the prior year, slightly more than the National trend. Bravo Zulu to all involved. We also saw 37 new Vessel Examiners (VEs) qualified during the year – well over the 10% goal we set.

In other news of interest to the Vessel Examiners community, N-Train was held during the last weekend in January in St. Louis and the following was discussed:

Vessel Examiner exams are available from ANSC in printed form for those preferring a written test over the on-line versions. They have 65 questions and you only need do thirty. The 65 are being distributed to District Staff Officers next month for review to make sure they result in a fair outcome. The on-line exam has also been much improved by software which tracks and throws out questions that too many folks answer incorrectly.

New Vessel Safety Check manuals are due out for review by the end of the first quarter. Changes include 65 ft. program limit reflecting the fact we're not normally trained to do this type of examination and information on paddlecraft exams will be added.

If there was an overarching theme in St. Louis, it was to put the focus on the boating safety education value of the interaction with the boating public over mere numbers – which is consistent with our District Commodore's theme of quality over quantity. Consistent with this is continuing emphasis on doing Vessel Safety Checks by the book and avoiding any

hint of “table top inspections” for which there are horror stories aplenty. Members of both the Auxiliary and United States Power Squadron are reminded that a single Vessel Safety Check cannot be reported to both organizations.

Re: our favorite subject, Vessel Safety Check decals: ANSC has decals numbering 200% of the number of inspections reported from mid 2008 – mid 2009. This alone gives an excess due to the number of Vessel Safety Checks that didn't pass and get a decal. Of this 200%, half are being distributed to Flotillas now as requests are received. Sixty percent of the remaining half will go out to Division Vessel Exam Staff Officers in March – April and the remainder to District Staff Officers in April – May. Flotilla Vessel Exam Staff Officers should let their Division Staff Officers know of their needs for additional decals and SOs should do the same with me.

Finally, a word about the Type V inflatables that were made available for wear during Vessel Safety Checks (there are still a few left at ANSC.) They are Coast Guard property and subject to property accountability. Also, those using these devices should be aware that they are manual, not automatic.

The remainder of the N-Train weekend was devoted to building a team approach among those programs involved in Recreational Boating Safety (RBS). Key in this team are Vessel Examiners, Program Visitors, Instructors and Public Affairs. However, any of us who interface with the boating public or manage that interaction are a part of this team.

The concept of the N-Train program was to get all of the team on the same page and cause us to think how we can contribute to each other's efforts as we do our thing. For example, promoting Boating Safety Courses while we do a Vessel Safety Check. Many of us do these things routinely and National Safe Boating Week is a focal point for such a team approach but there's always room for more collaboration.

N-Train attendees were also treated to basic team building and project management training to help in our collaboration. There was also training in ways to work as a team when members are scattered geographically by increasing the use of Skype and Google Groups.



Michael Valencic
DSO - Aviation

Turbulent Air to Smooth Air in 2010

Our Squadron has lost a very good team member and as most know, Jerry Sprayberry passed away this past year. He held the position of District Flight Safety Officer. Jerry was a retired 747 Captain and brought a vast amount of knowledge and experience to Eighth District Eastern Region Flight Team. He was a true and good friend, Jerry will be sadly missed.

We completed operational training in June 2009 at Air Station NOLA, New Orleans. All arrived Thursday, and Friday we started the 8ER training covering Risk Management, Communications Requirements, and District Aviation Organization. Air Station personnel held the annual workshop on Saturday covering topics such as CRM, SAR, Spatial Disorientation, and Flight Safety.

It is always a pleasure to spend time with our friends from 8th Coastal and 8th Western. Fellowship was at Salvo's - the local watering hole. Sunday ushered in underwater egress drills presented by Air Station NOLA Rescue Swimmers, requiring all to experience the flight ditch simulation chair and seventy five yard swim. We also had the opportunity to ignite flares and discuss water survival techniques. A special note of thanks to the Air Station Skipper, Liaison Officer Ltjg. Chris Aument, and all Air Station Personnel for making our stay enjoyable.

Much of our mission capabilities have atrophied due to the loss of members and facilities. We have been working with three active aircraft so our coverage of Sector's AOR has been

minimal so I am directing my energy on rebuilding the Squadron. I am anticipating an exciting year for Eighth Eastern Aviation. We are increasing our membership after losing Aircraft facilities due to the restrictive nature of Coast Guard TBO policy. Three new pilots with facilities are considering joining the squadron and that will help to increase our operational status. I hope to have ten aircraft and sixty squadron members in place by year's end and continue rebuilding the squadron to 100 members and 20 aircraft facilities.

Many thanks are due to my ADSOs who put in long hours to keep the program in smooth air: Byron Chapman - ADSO/AVQ (Qualification/Inspection). David Valencic works as the ADSO/AAC (AuxAir Coordinator). ADSO/AVM (Material/Management) belongs to Paul Leffler and Paul Del Aira is the ADSO/AVT (Aircrew Training). Mark Lapenna is our new District Flight Safety Officer (DFSFO) handling all flight safety issues.

Fly safe.



DSO-VE report continued from pg. 6

There was a lot of discussion about the forthcoming UTV (Uninspected Towing Vessel) program and the role Auxiliarists may play but nothing definitive yet – stay tuned.

Thanks to all of you who participate in the Vessel Safety Check program. Arguably, we are the CG in the eyes of many boaters and we need to continue to make the most of each interaction to promote boating safety and leave a positive and professional image of the Coast Guard and the Auxiliary.



Rick Schal
DSO - Operations

New SOP for Operations

Effective April 1, 2010, a new Standard Operating Procedure (SOP) for Operations (OP) goes into effect for Sector Ohio Valley. There are two main reasons for these extensive changes. One is to get the Sector Ohio Valley SOP in line with other Sectors throughout the country. The second is to help make the Auxiliary a stronger force multiplier for the Sector. Listed below are some of the major changes and how they will affect our operations:

Requests for orders are still done in POMS by the Auxiliary member as in the past. However, approval of those orders is now done by your Sector, MSD or MSU. A minimum of 48 hours lead-time is required for order approval. Orders not submitted on a timely basis will not be approved.

The GAR (Green-Amber-Red) model, which went into effect August 1, 2009, is required for every mission. When notifying Sector at the start of your patrol, you will be required to give this GAR number. Keep in mind that this number can change during your patrol depending on conditions, and each Coxswain is responsible for continuously monitoring the six elements, which comprise the GAR number.

A picture of each facility is now a mandatory requirement before orders will be issued. Facilities owners can enter the picture themselves in POMS or send it electronically to DIRAUX in .jpeg format. The picture of a facility may be taken on the facility's trailer. An example is on this page.

Although not a mandatory requirement, when completing Form ANSC 7003 (Facility Inspection and Offer of Use), the latitude and longitude where the facility is located should be listed. This will assist the Order Issuing Authority in emergency callout situations.

Probably the biggest change in the SOP is the one-hour call-in requirement. Each facility under orders is required to call in hourly to confirm their status and position. Because this will put an additional burden on Sector, every Division with more than one facility under orders will be required to set up a radio guard. The radio guard will call Sector on an hourly basis to confirm they are in contact with each active facility and operations are normal. Radio guard operators are required to be TCO (Telecommunications Operator) qualified or AUXCOM qualified prior to 8 Mar 2009.

Please note that the changes listed above are not all inclusive and every Coxswain, Crew member and Facility owner should read and become thoroughly familiar with the entire SOP. All questions concerning this new SOP should be asked via the Chain of Leadership and Management.



DSAR Competition & Public Events

Join us 18-19 June for fun, excitement and great learning opportunities. All events are available for public viewing. Below are the planned events and activities. For more information Email: dsar2010@worldswitch.com.

DSAR Competition

There will be eight teams, consisting of 3 highly-skilled Coast Guard Auxiliarists will compete in a variety of activities and skills that are required to perform Search and Rescue. Come watch these teams in action.



Coast Guard Displays

Coast Guard personnel and operational facilities are planned to be on display for viewing and demonstrations. Come see the boats and aircraft the Coast Guard uses to defend our ports and waterways, perform search and rescue and respond to national emergencies.



Coast Guard Cutter Ouachita

Step on board the USCG Cutter Ouachita. The USCG Cutter Ouachita maintains aids-to-navigation on the Tennessee River. Get a close up look at this hardworking vessel and meet the crew.



Coast Guard Auxiliary

Come meet Coastie and Panda as they make learning about water safety fun for kids and adults. Coast Guard Auxiliarists will also be on hand to answer questions about boating safety, America's Waterway Watch and Coast Guard Auxiliary missions and the many public events that they participate in.



Site of 2010 DSAR

**Goosepond Colony
Scottsboro, AL**

**GPS Coordinates:
34.592 N, 86.079 W
Numeric: 34.592, -86.079**



You AreSemper Paratus

U.S. COAST GUARD AUXILIARY

eMail: dsar2010@worldswitch.com

Web: <http://uscgaux8er.info/dsar.htm>

About Goosepond Colony

Goosepond Colony, located in the northern hills of Alabama, off of the Tennessee River. Each year, Goosepond Colony draws thousands of bass fishers and host many fishing tournaments. Boaters are drawn by Goosepond's scenic beauty, abundance of fish and its top-notch facilities.

DSAR 2010

Eight teams drawing members from 20 states will compete in a variety of search and rescue, navigation and boating skills. Along with DSAR Competition, will be multiple activities for public participation and viewing. Come watch and meet U. S. Coast Guard and U. S. Coast Guard Auxiliary personnel as they showcase their skills. All displays and events will take place near the Goosepond Colony marina and the Scottsboro Civic Center. Dining opportunities and concessions will be available for purchase at several Goosepond Colony locations.



Bob Bruce

Division Commander - Division 12

Chartering Flotilla 082-12-05 at Norris Lake

Norris Lake has over 800 miles of shoreline and is a popular destination. It attracts large numbers of boaters from Tennessee and other states. In recent years the area has experienced rapid growth. There are now over 23 marinas with several thousand boat slips. Over the past five years the congestion and serious accidents have increased dramatically with some referring to Norris as Tennessee's deadliest lake.

NEED FOR ACTION RECOGNIZED

As a result of a discussion with TWRA officers Matt Cameron and Roy Smith, Knoxville area Auxiliarists recognized the need to improve safety on Norris Lake and scheduled a meeting to determine how we could best accomplish that. Four Division 12 Auxiliarists, Bill Barkley, Pat Rule, Christy Walsh and Tom Walsh met with the TWRA officers to outline a plan of action.

One of the major issues they had to recognize was the distance between Norris Lake and the current Knoxville area flotillas. The closest part of the lake was a two hour round trip drive. Some parts of the lake were over a three hour drive. There were concerns as to whether current Auxiliary members would be able to travel that distance to assist with starting a new flotilla.

LOCAL INVOLVEMENT

It was also clear that they would need a local contact. At a speaking engagement, Tom Walsh mentioned he was a member of the Coast Guard Auxiliary. An audience member, Mike McDonough, approached Tom to discuss the situation on Norris Lake. Mike was a former local newspaper reporter who was aware of the accident rate on the lake. Living on the lake, Mike was eager to help and could provide the necessary local contacts. Mike took Auxiliarists to a meeting of the Friends of Norris Lake. As a result of that meeting three more people agreed to assist. The first step was to get the word out about the possibility of starting a flotilla. Auxiliarists were given space in a booth at a local blues concert that attracted thousands of people. By the end of that weekend, a dozen potential members had expressed interest.

In hindsight, it was the local interest and the involvement of local people that determined the success of this effort. In this case, Mike McDonough worked tirelessly to spread the word and recruit people. With Mike's assistance, posters were created and placed in firehouses, police stations and other public places. Articles were written for the local papers. Meetings were held with local marina owners to discuss their issues and concerns. The major focus of all publicity was on improving safety on the lake. Auxiliarists shared plans for boating safety courses, boat inspections and establishing a presence. The mayor, local officials and TWRA provided support.

CONCURRENT AUXILIARY ACTIONS

Concurrent with the efforts at Norris Lake, Pat, Bill, Christy and Tom kept their respective flotillas, 12-01 and 12-03 informed about the progress and asked for their support and assistance. Coxswain and crew members agreed to provide support. Additionally, Flotilla 12-01 agreed to have two of their current members transfer to a newly established flotilla to provide the necessary leadership for the first year. Tom Walsh and Bill Barkley served as FC and VFC for the first year. Other Knoxville area Auxiliarists began to travel to Norris to meet with interested people. They included, Jay McDonald, 12-01, Tim Froehlich, 12-01, Dave Roberts 12-03 and Bill Fink 12-02. The professionalism and commitment of these people made quite an impression on prospective members. The coordinated effort began to attract increasing numbers of potential members.

Notably, many of these were active in law enforcement or fire safety. Auxiliary members worked with interested area residents for approximately six months to organize a new flotilla. All involved Auxiliarists made numerous trips to Norris Lake without reimbursement.

CHARTERING CEREMONY

On February 27, 2009, the new flotilla celebrated its official launch at Cove Lake State Park. In attendance were COMO David L. Maul, District Commodore, Rick Washburn, District Chief Of Staff, and Walt Whitacre District Captain South. After the chartering ceremony, 18 local area residents (who had completed all of the necessary background checks and were approved by the U. S. Coast Guard to become founding members of the flotilla) were sworn in.

CONTINUED SUPPORT

The goal of the newly established Norris Lake Flotilla 12-05 is to have enough people qualified as crew by summer 2010 to establish a presence on the lake. Since last February, Knoxville area Auxiliarists, led by Pat Rule 12-03, have traveled to Norris to conduct training and Norris Lake flotilla members travel to Knoxville to participate in training exercises. In winter 2009, there were 30 Auxiliarists and 4 facility boats in 12-05.

LOCAL MEMBERS TAKE THE HELM

Last fall the flotilla held their elections and elected local members for flotilla commander and vice. Ernie Cornett was elected Flotilla Commander and Charles Gladwell was elected Vice Flotilla Commander. Tom Walsh and Bill Barkley will remain in 12-05 for this year to provide necessary support.

LESSONS LEARNED

- Obtain support from the local marinas for on the water training.
- Plan events carefully to allow for travel time.
- Identify free space to hold training and flotillas meetings. 12-05's is provided by Cove Lake State Park. The park also provided excellent space for public education courses.

- Funding. A local bank provided an initial small grant; however we had to operate on shoestring budget.
- Identify the local issues and state them in a clear and consistent manner acceptable to local area residents.
- Identify your target population for recruiting.
- Provide the ability to process and check up to forty applications, including tests, interviews and fingerprinting. (SK2 Scott Smith from DIRAUX provided much assistance in quickly and efficiently processing all of the submitted documentation.)
- Provide sufficient training by the end of the first year to be able to elect a FC and VFC and staff officers from the new members.

GOING FORWARD

Flotilla 12-05 will be conducting boating safety classes, inspecting boats and begin patrolling Norris Lake by summer 2010. The fellowship and commitment of a group of Knoxville Auxiliary members, combined with a real need to save lives, has resulted in the formation of this new flotilla.

Bob Bruce, Division Commander, 12
and Tom Walsh, IPFC 12-05





Anthony F. Buyny
Immediate Past
Division Commander - Division 7

Ronald Cunningham Appreciation
Award - January 2010

On January 9, 2010, I had the pleasure of attending the annual U.S. Coast Guard Auxiliary Change of Watch ceremony of Division 12 in the Seventh District at the Beach Colony Resort in Myrtle Beach, SC.

The main purpose of my visit was to present an Appreciation Award plaque to Ronald Cunningham of Flotilla 12-1. In April 2009, Ron Cunningham and his wife, Jackie moved to South Carolina. After getting settled in their new home, Ron transferred his auxiliary membership from Division 7, Eighth District Eastern Region in Pittsburgh, PA to Division 12 – Seventh District. Ron served as SO-VE for 13 years while in Division 7.

Unfortunately, their move to South Carolina became effective before we could properly recognize Ron for his outstanding and professional service in Division 7. During our hosting of the Fall Conference 2008 in Pittsburgh, PA, Ron provided relentless support throughout the entire conference. Our appreciation for his service warranted more than just mailing the plaque to him. However, after numerous emails, phone calls, and coordination through the Division Commander (12), Robert Weskerna, I purchased my air travel tickets and made my reservations at Myrtle Beach to present the award in person to Ron at their Change of Watch.

Upon my arrival at the Myrtle Beach Airport, I was greeted by Ron and Jackie and transported to the resort. The Change of Watch on Saturday was preceded by the Commander's Call and Division Meeting held on Friday.

The weekend activities closely resembled those of a District Conference. Although the temperatures were in the 20's, the warm hospitality that I received from Division 12 was outstanding beyond words. I was very impressed with the motivation and camaraderie shared between the auxiliary members and the active duty and reservists.

During my visit and discussions with several of their members, I became re-enchanted with the mission and capabilities of the USCG Auxiliary. One member reiterated that he joined the auxiliary to support the missions of the U.S. Coast Guard, and that if he wanted to join a "boating club", he would have joined the Power Squadron!

I wish to thank Robert Weskerna, DCDR, Perry Moses, FC-12-1, and all the members of Division 12 for allowing me to share their fellowship. But most of all, I want to thank Ron Cunningham for his professional and dedicated service to Division 7, Eighth District Eastern Region.





Bill McGonigal
Department Chief -
Response
DSAR 2010 Coordinator
DSAR 2010

What is a DSAR? Why are we having one? How do I prepare for it?

DSAR stands for “District Search and Rescue” competition. This year, we will bring together four teams from the 8th Eastern Region and four teams from the 8th Western Rivers Region to demonstrate their boat crew skills in a friendly competition. The purpose of the competition is to give Auxiliary boat crews an opportunity to refresh and improve their skill levels. Prior to the competition, the teams need to review the tasks they needed to learn to become boat crew qualified.

Almost all of the events, except the underway mission, can be studied or practiced indoors. The chart work will be tested indoors. Grab a chart and have your team practice reading the chart and plotting courses. If you have someone in your area who has been through the Navigation or AUXSCE courses, they will know exactly what you need to work on.

The Communications Event can be simulated indoors. Practice the phonetic alphabet, pro-words, and the communications you would do before, during and after a patrol. Don’t forget to check in with “Sector” and give information to commence a patrol (including your GAR number) and terminate a patrol.

Marlinspike is easily practiced indoors. Study and practice the knots you find in the Boat Crew manual.

The written Seamanship Test will be given indoors. It will be based on the Boat Crew Manual, the Navrules, and the SAR manual. Nothing tricky – just the things you should already know.

Line heaving will measure your accuracy heaving a line. The heaving line will be 50 feet long, with a ball at the end. Practice throwing at a target about 25 feet away. You can practice in a long hallway, or a fairly large room, such as a gymnasium or meeting area. Even though this event is entirely on land, you will need to throw the line over the side of a “ship.”

The Pump Event is a little more difficult to practice indoors. However, you can become familiar with the P-6 pump: how to unpack it, the starting instructions, and how to repack it. (You may be able to practice operating the pump before all the ice is off the water.)

The SAR Execution (underway) event will require some practice time on the water. This event will simulate a patrol. You need to consider the pre-underway briefing, the pre-underway checklist, commencing a patrol, comms reports

while underway, and terminating a patrol. However, during this “patrol” you can expect to have a “Man Overboard” situation. You will probably be asked to find a disabled vessel. (Review your search patterns.) Once you find the disabled vessel, you can expect to take it in tow. Nothing here that you don’t already do!

The Operational Facility (OPFAC) you will use comes fully equipped with a Coxswain and crew. They will submit orders for the patrol and that’s one less thing you have to worry about. The Coxswain of record will act as helmsman and steer the boat. The Team Coxswain will give instructions to the helmsman and will operate the radio. The provided crew will follow your directions, but they won’t handle lines or provide any advice.

You can also expect to encounter a couple of “mystery events.” I can’t tell you what these will be, but you can’t practice for them. Everybody will have the same disadvantage.

You might also want to take a look at the “Operational Excellence” program. Most of the events in the competition are based on this program. You will have some “inside” information if you check this out.

Did I mention the fellowship? You will meet other Auxiliarists and Coast Guard regulars from around the country, learn how they do things, and get acquainted over dinner. The DSAR should be a fun event, and one you will want to repeat next year.

Review, learn, improve

Bill McGonigal

Winter Issue



Robert M Craig
DSO - Navigation Services

Over the last few months the Auxiliary has been tasked with some new missions to augment the regular Coast Guard personnel in the performance of their duties. One such mission that has been available is the observation and reporting of the condition of aids to navigation. These so-called AtoNs include bridge lights, buoys, daymarks and

daybeacons all of which contribute to the safe movement of cargo on our river system.

One may access the new National Navigation Systems website to view the latest changes and upgrades at http://www.auxmdept.org/latest_navigation_systems_division.htm. Our own AtoN Command Center is found at <http://atoncenter.org/>.

Review these sites and feel free to ask questions.

Finally, remember ANY Auxiliarist may, and should report ANY AToN discrepancy!!



Staff Schedule for The PILOTHOUSE Contributions

WINTER	SPRING	SUMMER	FALL
Articles Due 20 JAN	Articles Due 15 days after close of conference	Articles Due 15 JULY	Articles Due 15 days after close of conference
DCO	DCO	DCO	DCO
DCOS	DCOS	DCOS	DCOS
DCAPT-South	DCAPT-West	DCAPT-East	PCA
DCDR 1, 3, 9, 12	DDC-L	DDC-P	ASC
DSO-AV	DCDR5, 8, 24	DCDR 2, 4, 16, 18	DDC-R
DSO-AN	DSO-PA	DSO-DFSO	DCDR 6, 7, 11
DSO-SR	DSO-CM	DSO-MS	DSO-MA
DSO-VE	DSO-CS	DSO-PB	DSO-IS
POMS COORDINATOR	DSO-MT	DSO-HR	DSO-PE
DIRAUX	DSO-OP	CAPLIAISON	DSO-PV
	CIVIL RIGHTS COORDINATOR	DIVERSITY ADVISOR	QE COORDINATOR
	NSBW CHAIR	DIRAUX	USPS LIAISON
	DIRAUX		DIRAUX

Contributions by individual members throughout the district will always be the most sought after material for each issue. The staff schedule of assignments should enhance publication of a quarterly magazine.

All articles published in The PILOTHOUSE must be consistent with the policies of the U.S. Coast Guard and the U.S. Coast Auxiliary. The purpose of this publication is to provide information concerning the aims, purposes and activities of the Auxiliary, and to keep its members well informed. Members are encouraged to send material to be considered for publishing. Material may be edited. Care should be given to ensure that photos of members in uniform should be with them in proper uniform, and that photos of facilities are rigged correctly.

It is not required, but requested you send your article by email, in plain text with photos attached. You may also mail or ship a CD. It's our policy to provide credit for material and photos. Dated material will be given priority. Prompt production is our goal, but the actual date an issue is printed, mailed, or delivered is determined by a number of factors. Deadline dates are indicated in each issue.

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United States Coast Guard
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**U.S. Coast Guard Auxiliary
Eighth District,
Eastern Region**



**FALL CONFERENCE
SEPTEMBER 10 - 12, 2010
CHATTANOOGA, TN**

