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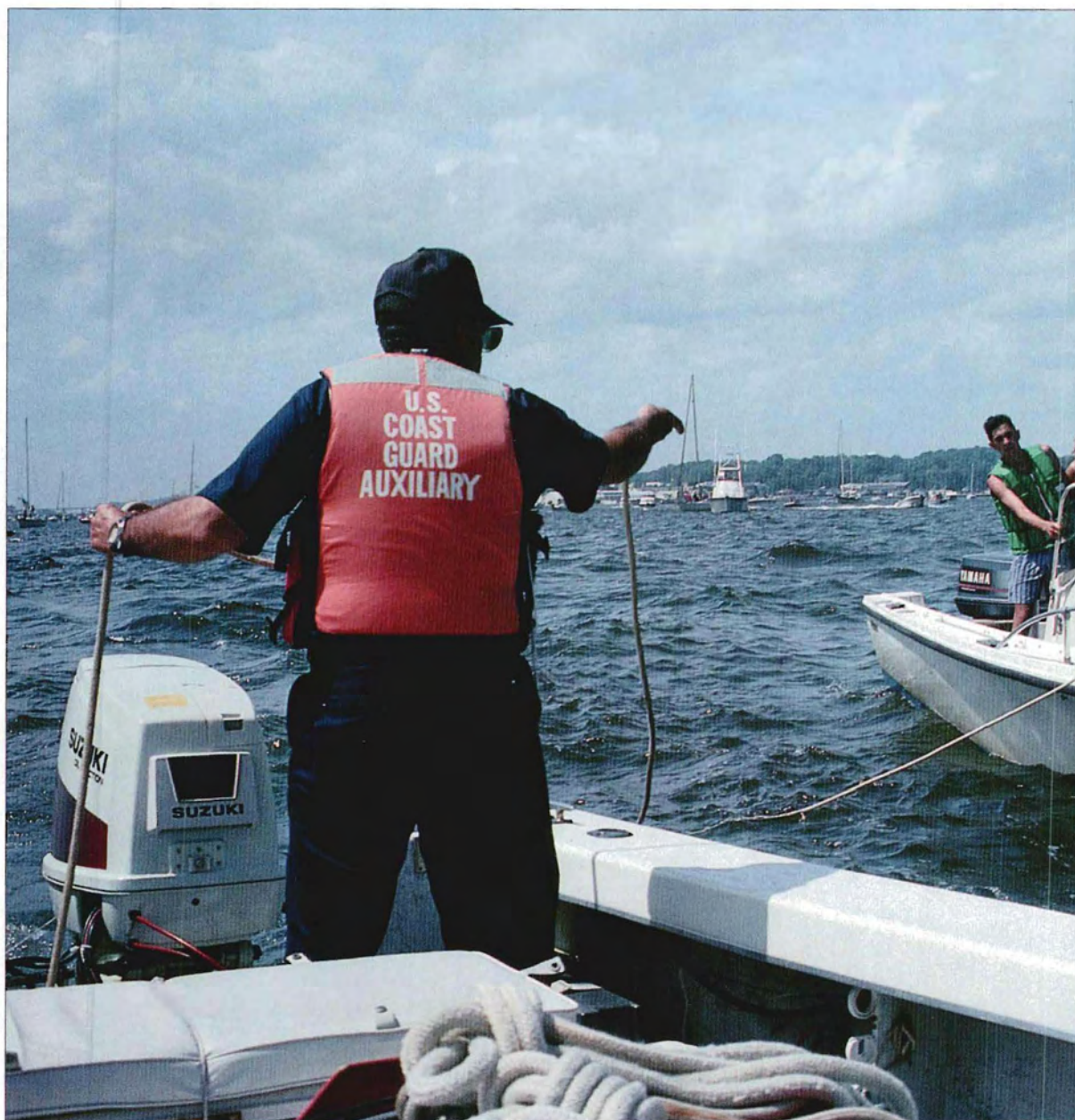


THE COAST GUARD AUXILIARY

VOLUNTEER ARM OF AMERICA'S PREMIER MARITIME SERVICE



The Coast Guard Auxiliary responds to many missions, including non-emergency search and rescue.



Pleasure boating emerged as an American sport in the 1930s. By the end of the decade, more than 300,000 motorboats and 4,000 sailing yachts with auxiliary power were registered in the United States.

At that time, the Coast Guard's missions included the enforcement of federal laws relating to recreational watercraft. But most of the service's resources were siphoned off by other responsibilities.

In the summer of 1934, a California yachtsman named Malcolm Stuart Boylan, and LT F.C. Pollard, of the CGC *Hermes*, discussed the relationship between the Coast Guard and the boating community. On Aug. 23, 1934, Boylan sent Pollard a letter:

"... a Coast Guard Reserve would be an

excellent thing to perpetuate its traditions, preserve its entity and, more particularly, to place at the disposal of Coast Guard officers auxiliary flotillas of small craft for the frequent emergencies incident to your duties."

Boylan's observations made their way to the desk of CDR Russell Waesche, an aide to the commandant. Waesche saw merit in the idea. In 1936 Waesche was appointed commandant. With the backing of the Secretary of Commerce, the Secretary of the Navy and several influential congressmen, he was able to get approval for a reserve component of the service.

The Coast Guard Reserve Act of 1939 created what was to become the Coast Guard Auxiliary. The act contained four



critical definitions that remain important:

"In the interest of (a) safety of life at sea and upon the navigable waters, (b) the promotion of efficiency in the operation of motorboats and yachts, (c) a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation and navigation of motorboats and yachts, and (d) facilitating certain operations of the Coast Guard, there is hereby established a United States Coast Guard Reserve ... which shall be composed of citizens of the United States and its territories and possessions ... who are owners (sole or in part) of motorboats or yachts."

Reservists were invited to place their boats at the disposal of the Coast Guard "in the

conduct of duties incident to the saving of life and property and in the patrol of marine parades and regattas." They were also authorized to wear Coast Guard uniforms, with unique insignia.

The boating community gave the new reserve an enthusiastic reception. By June 1940, CDR Merlin O'Neill, the first chief director, and his district directors enrolled 2,600 men and 2,300 boats.

On Feb. 19, 1941, with World War II looming over the United States, Congress restructured the reserve to function as a source of military manpower, like the present day reserves of the armed services. The existing civilian organization was renamed the Coast Guard Auxiliary.

The reserve was divided into two categories: "Regular Reservists" were paid for their services, had to meet normal physical standards, and could be stationed anywhere the Coast Guard deemed appropriate. "Temporary Reservists" were volunteers who served only in designated geographic areas and less than fulltime. Age limits for temporary reservists were 17 to 64, and physical requirements were not stringent. Members of the auxiliary were invited to enroll as temporary reservists and bring their boats with them.

As the war continued and the Coast Guard's resources were stretched thinner, auxiliarists and temporary reservists were called upon to fill gaps. Auxiliarists manned lookout and lifesaving stations near their homes, freeing regular Coast Guardsmen for other duty.

By 1945, 53,214 men and women (most of them auxiliarists) served as temporary members of the reserve. The auxiliary boasted a strength of 67,533.

Among the thousands of volunteer temporary reservists was actor Humphrey Bogart, who took his yacht on several patrols out of Los Angeles. Arthur Fiedler, conductor of the Boston Pops Orchestra, put in 12 hours per week on patrol duty in Boston Harbor.

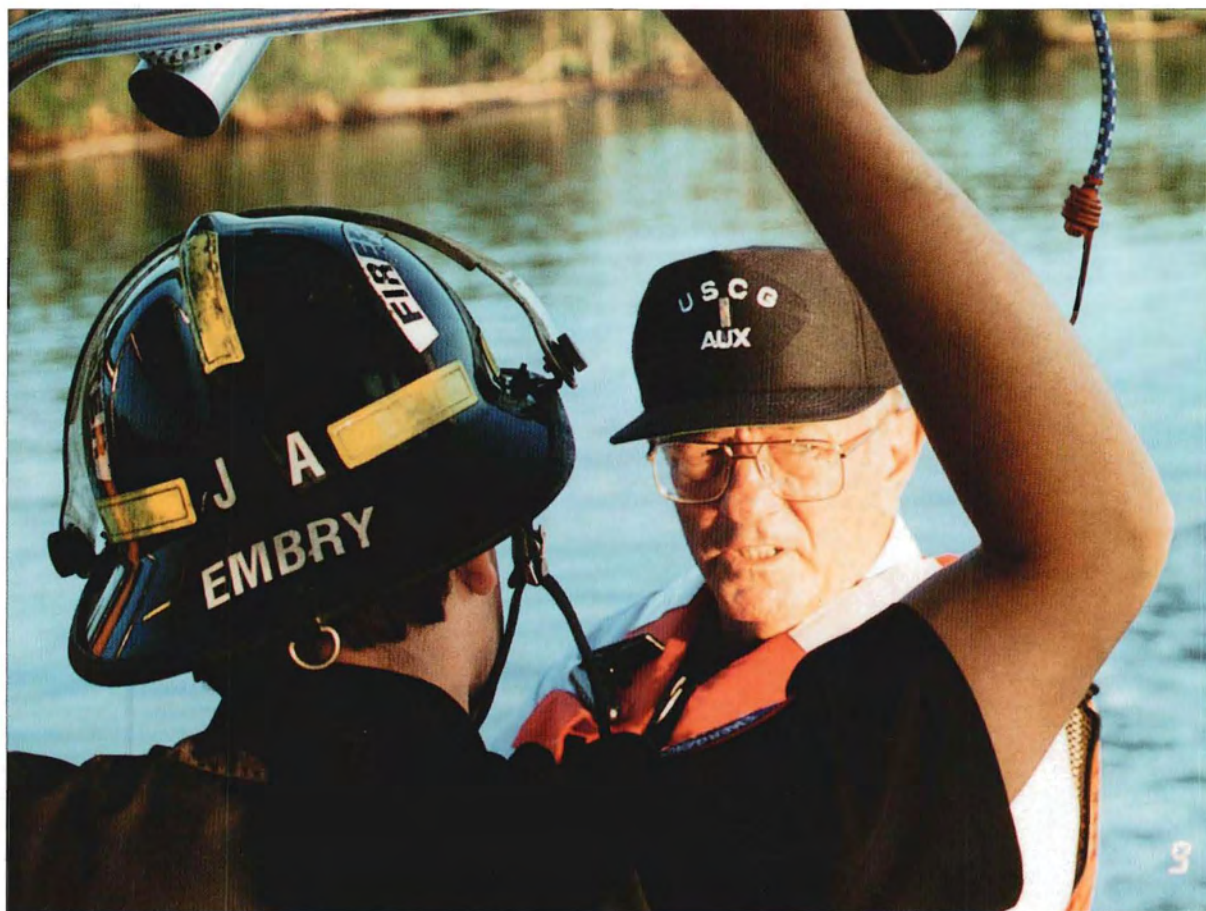
At the end of the war, the temporary reservists were "honorably disenrolled." Because of their voluntary status, they received no benefits and little public recognition. Though, in 1946, all temporary reservists were awarded the World War II Victory Medal for their efforts.

In a speech delivered to the temporary reservists, Waesche further acknowledged their efforts:

"The auxiliary during the war years was indispensable. Many thousands of you serve faithfully and loyally as auxiliarists and as temporary members of the reserve, perform-

(Top) Birney Jarvis, of Flotilla 3010, Orange Beach, Ala., talks with a Mobile, Ala., firefighter after a fatal train crash. Auxiliarists ferried workers to the scene.

(Below) Auxiliarists around the country work on Coast Guard communications watches.



ing hundreds of tasks and relieving thousands of Coast Guardsmen for duty outside the continental limits. The Coast Guard is deeply appreciative of this service."

Today's auxiliary

Joining the auxiliary is an opportunity for people to serve their country.

Auxiliarists have saved many lives and prevented countless accidents.

With 35,000 members, the auxiliary is as large as the Coast Guard. The service accepts the auxiliary as part of the team, offering the best training available, along with many other benefits.

To become part of the organization, prospective auxiliarists must be a U.S. citizen, at least 17 years old, have at least a 25 percent interest in a boat, aircraft or radio station, or have skills of value to the Coast Guard.

Most join after taking an auxiliary safe-boating course. After passing a powerboat or



sailing course, a prospect completes a basic qualification test on Coast Guard and auxiliary history and organization. If acceptable to the Coast Guard, the prospect is sworn in as a basic qualified member and becomes eligible for training.

A member of Flotilla 605, Jennifer Fletcher,



Auxiliarists train firefighters how to safely operate a smallboat.

from North Darmouth, Mass., is typical of many auxiliarists. Fletcher joined the auxiliary in 1990.

"I joined the year after I became a boat owner to learn more about boating safety for myself, and to be able to teach other boaters about safety on the water," said Fletcher. "Once I became a member and saw how many opportunities were available for training, teaching and socializing,

I realized what a great organization this is.

"Auxiliarists touch so many lives — from school children to endangered boaters. I'd really like to see a big campaign to educate the public about what we have to offer, like safe-boating classes, guest speakers, help on the water. Well, maybe this is something I should work on!"

Every auxiliarist joins a local flotilla near his or her home or marina. There are approximately 1,200 flotillas stretching from Maine to Guam. Flotillas are headed by member-elected flotilla commanders (identified by their two silver stripes with silver "A" on a uniform shoulder board) and a vice commander (one-and-a-half silver stripes with silver "A"). A flotilla commander is authorized to appoint up to 12 staff officers (one silver stripe with red "A") to assist in the various flotilla activities.

Five or more flotillas make up a division. Divisions are headed by an elected captain (three silver stripes with silver "A"). Division captains can also appoint 12 staff officers.

Divisions are part of auxiliary districts or regions, which in turn make up the national organization. The district and national levels are headed by elected commodores, vice commodores and rear commodores.

Auxiliarists pay annual dues of \$30 to \$50 as determined by a vote of the flotilla members. They equip their own boats and aircraft to meet rigorous Coast Guard requirements. When patrolling under Coast Guard orders, vessel owners are reimbursed for fuel, receive an allowance for meals and are covered by government insurance.

New changes expand missions

Auxiliarists are congressionally-authorized, unpaid volunteers who assist with many Coast Guard missions. Some of these missions involve an element of danger.

In 1990, Congress passed the first major revision to the 56-year-old statute which authored the auxiliary.

The revisions were made when it became apparent that existing statutes were antiquated and changes were required to permit the auxiliary to meet the needs of the service.

The new law states:

"The purpose of the Coast Guard Auxiliary is to assist the Coast Guard, as authorized by the commandant, in performing any Coast Guard function, power, duty, role, mission, or operation authorized by law."

These changes expanded the auxiliary's missions. The Coast Guard now uses auxiliary resources in any mission with the exception of combat and direct law-enforcement activities.

The legislation addressed several major areas affecting the auxiliary and its members. Among them are:

- The auxiliary's organization, structure and legal status
- Missions
- Protection and benefits afforded auxiliarists while assigned to duty

Auxiliarists receive the hoisting line from an H-65 Dolphin helicopter. The Coast Guard trains auxiliarists to ensure they are always ready to face challenges.



- Clarification of the legal status of auxiliary vessels and aircraft while under orders.

The new law also made clear the commandant's authority to provide auxiliary assistance to other federal, state and local agencies.

As a result of the expanded duties, it was necessary to provide auxiliarists with the same liability protection as military and civilian employees of the Coast Guard. The new legislation deemed each element and unit of the auxiliary an instrument of the United States for the purposes of the Federal Tort Claims Act, the Military Claims Act, the Public Vessels Act, the Suits in Admiralty

Act, the Admiralty Extension Act, and for other civil liability purposes.

In addition, the law clarified the status of auxiliarists. While on duty, they are federal employees for the purposes of the above acts and for other civil liabilities, as well as for medical, disability and death-benefit compensation, incurred while assigned to duty.

The legislation brings the auxiliary in line with the Coast Guard's needs, while at the same time provides auxiliarists and their units protection and benefits appropriate to their volunteer status.



Auxiliarists enforce a security zone at a pre-Olympic regatta.

Auxiliarists take AIM

One important component of the auxiliary's support of the Coast Guard is the officer recruiting program. The Academy Introduction Mission, or Project AIM, has been run by the auxiliary for 42 years. This program offers 220 high-school juniors from throughout the country the opportunity to visit the Coast Guard Academy, New London, Conn., for one week each summer. During this week, the "AIMsters" receive a crash course on what it is like to be a cadet at the academy. They are introduced to the mission of the academy, the academic and athletic programs, and life as a swab (freshman) within the academy dormitory.

Project AIM has been successful as the primary recruiting instrument for the academy, finding many qualified men and women who eventually accept appointments as cadets to the academy. These candidates prove very successful while in training, and later in their Coast Guard careers. Many former AIMsters are serving today in the Coast Guard, including one admiral.

The AIM program is sponsored by auxiliary units throughout the United States and open to all students who just completed their junior year of high school. Applications are available from local auxiliary flotillas or by contacting the academy's director of admissions. Applicants will be interviewed by local auxiliarists. Selections are based on individual merit, interest in the academy and the physical requirements required for admission. Applications are accepted during the month of March by the local auxiliary unit.

Television personality Walter Cronkite assists the auxiliary in the promotion of boating safety. Cronkite is an honorary commodore.



Today, auxiliary men and women are full-fledged partners of the Coast Guard team. These volunteers can be found at nearly every unit in the service doing much of the same work as active-duty members.

The seamless integration into Coast Guard activities still allows the auxiliary to lead in areas where it is most knowledgeable, such as boater education.

National Safe Boating Week

The auxiliary's largest annual boating safety event is National Safe Boating Week, or NSB. Vessel Examiner Stephen Sadowski created NSBW in 1952 to promote Courtesy Marine Examinations. CMEs are safety-equipment checks provided at no cost to boat owners by the auxiliary.

The first national observance took place in 1957. Then on June 4, 1958, the president proclaimed the week including July 4 as NSBW. In 1995, Congress moved NSBW to the

seven-day period prior to Memorial Day — the start of the boating season.

For this event, auxiliaries and the Coast Guard promote safe-boating education and practices wherever boaters congregate.

Auxiliaries use every method imaginable, including celebrity endorsements and mascots, to promote safety. While tangible results from these efforts are hard to measure, there is little doubt that lives have been saved and accidents

prevented from the knowledge passed on to recreational boaters.

Begun 43 years ago by a single auxiliary to encourage CMEs, NSBW has evolved into a full-blown celebration involving entire boating communities.

Teamwork and the future

In reducing the Coast Guard's size, opportunities for the auxiliary have grown. It is estimated that the auxiliary provides almost \$1 billion in service to America.

Auxiliaries are in operations centers, administrative offices, on the water and in the air. They do all this for many reasons: for the excitement, for the fun, and for the camaraderie offered by an organization such as the Coast Guard. Perhaps most impressive — they do these jobs willingly, enthusiastically and for free. ♪



David Hasselhoff (center) producer and star of the television series "Baywatch," works on boating-safety Public Service Announcements with the auxiliary.

THE AUXILIARY TACKLES TELEVISION

From Malibu to the Great Lakes to Florida, and at many Coast Guard stations in between, auxiliarists produce videos for the Coast Guard and the Coast Guard Auxiliary.

In Hollywood, auxiliarists teamed with the Motion Picture Television Office to convince David Hasselhoff, producer/star of the syndicated TV series "Baywatch," to produce and star in boating-safety public service announcements.

Gary Ira, a talent agent and auxiliarist is working to convince other celebrities to work with the auxiliary in PSA videos.

Auxiliarist Bob Seaman, with the aid of his wife, Auxiliarist Marion Seaman, and Auxiliarist Eric Castro-Bran, built a state-of-the-art television production and editing studio in an abandoned mess hall at the Point Vicente Lighthouse in California. The Seamans have produced video coverage of a Southern California Maritime Defense Zone exercise, a small-arms training video for the reserve, a 15-minute promotional video for Air Station Los Angeles, and a 45-minute air-navigation training video for AirSta Los Angeles. Bob Seaman produced a 10-minute pilot for the auxiliary's Team Coast Guard video. A 10-minute video on tanker safety and smallboats is in production for the Captain of the Port Los Angeles/Long Beach.

Auxiliarist Jim Moody, camera operator for the Paramount TV series "Entertainment Tonight," used his expertise and industry connections to produce video coverage of an oil-spill exercise at the Chevron Refinery in El Segundo, Calif. The Coast Guard showed this video at an international conference in Paris. Moody is also producing a video for AirSta Los Angeles pilots, showing the approaches

and landing areas for the various hospitals and emergency locations in the station's operating area.

Auxiliarists outside Hollywood are also producing videos for the service. Auxiliarist Phil Rapp, of San Diego, produced a 48-minute training film on helicopter operations. The video starts in a classroom with a pilot and rescue swimmer explaining procedures and describing all the equipment they use. The viewer is then taken on a rescue operation, both from the deck of an auxiliary boat and from the helicopter's viewpoint.

Rapp also produced a video showing auxiliarists deploying an oil boom. Still another 9-minute training video describes all the safety equipment required aboard an Auxiliary Operational Facility.

Auxiliarist Don DeMik, of Hudson, Fla., has been producing videos for Air Station Clearwater, Fla., for the past five years. These include training videos on life rafts, night-and-day hoists, and buoy tender operations aboard CGC White Sumac, homeported in St. Petersburg, Fla. He also serves as the official "mishap" photographer and has shot numerous rescue tapes.

Auxiliarist Tom Angott, of Algonac, Mich., helped produce a 12-minute helicopter operations training video for Air Station Detroit. The training took place on Lake St. Clair, Mich.

Auxiliarists in almost every district are now videotaping for the Coast Guard. Since the advent of the syndicated television series "Coast Guard," the auxiliary has become even more aware of the importance of documenting their activities.

AN AVERAGE COAST GUARD AUXILIARY DAY

- Completes 91 safety patrols
 - Completes seven regatta patrols
 - Performs 19 assists
 - Assists 56 people
 - Saves one life
 - Saves \$729,000 in property
 - Participates in 12 operational support missions
 - Participates in 42 administrative-support missions
 - Completes 15 recruiting support missions
 - Educates 926 people
 - Performs 615 Courtesy Marine Examinations
 - Attends 122 public affairs functions
-





The Coast Guard Auxiliary is an insert to the January 1997 issue of *Coast Guard*. For information about the Coast Guard, visit your local library or write to the Coast Guard Historian at Commandant (G-CP-4), 2100 2nd ST SW, Washington DC 20593.

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Front Cover: Auxiliarists rescue a canoeist in Sarasota Bay, Fla. Photograph by Herb Bisulk

Back Cover: QM3 Terry Cheatham and Auxiliarist Bill Holing chart a course aboard the barque Eagle, homeported in New London, Conn. Photograph by PAC Keith Spangler, LantArea

