

NAVIGATOR eXPRESS

July-August 2015 • Monthly Newsletter for the United States Coast Guard Auxiliary

USCG Aux Photo by Roy Bartel



The crew of Facility 25138 are all smiles after successfully helping a boater in distress on Moriches Inlet, near Long Island NY.

VESSEL AFIRE!

Story by COMO Vincent Pica

LONG ISLAND, N.Y. — Recently, the crew* of USCG Auxiliary facility 251384 was transiting the mouth of the Moriches Inlet, Long Island, New York when it was flagged down by a boater. “Hey, I think I heard a guy say he was in trouble, down by buoy 14,” the skipper of the vessel yelled. “Thanks”, our crew shouted back as course was changed and we made way at speed in that direction of the boat in distress.

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Vessel Afire! *Continued from page 1*

Just before we came abeam of buoy 14, about 100 yards off our port beam, we saw a vessel spewing gray, acrid smoke in volume off of its transom. We notified Station Shinnecock immediately and they monitored and worked with the crew of 251384 throughout the event. As we approached the stricken vessel, we could clearly see that the boater was in some degree of distress. His son, who was about 12 years old, was aboard the boat as well. The boater was running back and forth, staring into the engine space and then looking back at his boy. Commodore Vin Pica, the Auxiliary facility's coxswain, brought 251384 alongside as Commodore Alex Malewski, District Commodore of District 1 Southern Region, took control of the deck and crew. "Apply your fire extinguisher, sir, NOW!," yelled Malewski. "Let's get the boy off that boat, Vin", Malweski yelled to the coxswain. "Direct him to the bow, Alex. We'll off load him from there", responded Pica. With that, crewmen Greg Sarafin, Sr. and Steve Trupkin, went forward and helped the young man over the rails and on board 251384. Crewman Marion Sarafin stayed with Malewski in the aft deck area to assist and provide another set of eyes.

Meanwhile, aft, the father, John Ricciardi, Sr., had suppressed the fire in the engine space of his 24.5' Bayliner, a 1996 Cierra Classic (in-board) model, however it was unclear if it was entirely out as acrid smoke continued to flow, although in much lower volume. "Close up the hatch to the engine space, sir, set your anchor and come aboard our vessel", directed Malewski. Deprivation of additional oxygen to the fire reduced the possibility for it to restart.

Once aboard 251384, the interview began. "What happened?," the crew asked. "I really don't know. But I have had trouble with that engine before," Ricciardi explained. "Where are you out of?" the discussion continued. "Blue Point, about 10 miles west of here," Ricciardi said. Ricciardi was asked if he had insurance. "Yes, Sea Tow," he answered. Upon hearing that, Pica said, "Sea Tow operates out of the Remsenburg Marina, about 3 miles further east. Let's call Sea Tow and have them meet us there. We'll hand this off to them for further remediation of the boat's condition. It sure isn't going anywhere," Pica said.

Sea Tow was hailed and it arrived at the marina nearly at the same moment the Auxiliary vessel did. As the fates would have it, if the Auxiliary crew had been anywhere else but transiting the Moriches Inlet just as that private boater hailed it, the outcome could easily have been different and much worse. Between the training the crew received and the constant monitoring, advice and counsel of Station Shinnecock, a real tragedy was averted.

* **Facility 251384 Crew:** *Greg Sarafin, Sr, crew*
COMO Vin Pica, CXN *Marion Sarafin, crew*
COMO Alex Malewski, crew *Steve Trupkin, crew*



The boater, Mr Ricciardi, handed off to SeaTow CAPT Les Trafford for the trip back to his disabled vessel for tow and repair.

Photo by COMO Vincent Pica



Navigator Express Masthead

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H William Smith
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NATIONAL STAFF

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Public Affairs

Bradford V. Simpson
Division Chief Publications

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A photograph of a person wearing a red jacket and a black hat, sitting on a small, white sailboat. The boat is in the middle of a rough sea with white-capped waves. The person is looking down, possibly at the boat's controls. The background shows a hazy coastline under a blue sky.

Race to Alaska

Auxiliarists Offer Timely Aid

USCG Aux story by Dick Moore

USCG Aux photo by George Sickel

The 750-mile race from Port Townsend, Wash. to Ketchikan, Alaska often plays havoc with boats. This photo was from the actual rescue.

PORT TOWNSEND, Wash. — While under Coast Guard orders, but under command of the “Race to Alaska” committee, the Auxiliary was asked to station a facility, AUX 333330, at a position west and north of Point Wilson in the Strait of Juan De Fuca, near Port Townsend, Wash., the start point for the race.

The facility arrived on station at approximately 0500 and stayed on station until approximately 0630. The crew was then asked to look for two race vessels that had not checked in and the facility proceeded east. Seas were building due to ebbing tide and 15-20 knot winds out of the west.

Heading east, the boat crew observed in the distance what appeared to be a small vessel having difficulties. Upon closer approach the crew could see the captain of the vessel, a kayak style boat with two outriggers approximately 16’ long, was unable to raise his sail and could not keep control in the heavy seas. The facility approached and the crew asked if he needed assistance to which he replied, “Affirmative.”

The crew reported the situation to race control and then, with difficulty due to the sea state, which was now at three to six feet high with 20 knot winds, were able to pass a tow-line to the captain. He tied it to the base of his mast because there was no

bow cleat available. The facility took him in tow at approximately 0645 for nearly 45 minutes. The seas became five to eight feet in height and the vessel was unstable and very nose heavy. The craft filled with water and towing became nearly impossible while all the time the vessels were making little or no way against the current.

The Jefferson County Sheriff’s vessel arrived on scene. Seeing we were making little progress, the coxswain asked the captain if he wanted to get off of his vessel, to which he agreed. Seas and current were still very heavy, however. The sheriff was able to skillfully maneuver close enough to pull the captain aboard. At this point, hypothermia was a danger.

With the weight of the captain off the vessel, it became more bow heavy and towing only made it nose dive into the waves. We reported to “race control” and they recommended we cut loose the tow and not further jeopardize our vessel. At approximately 0830 we cut the craft loose and proceeded east to get out of the heavy seas. The crew learned the vessel went on its side and rolled over soon after departure.

At the captain’s request, the sheriff called Vessel Assist, who picked up the damaged vessel and returned it to Port Townsend.

Coast Guard Trains 14 Volunteers To Serve In A Joint Information Center

USCG Aux story by COMO Harry Jacobs, Public Affairs Directorate

LOS ANGELES – The Coast Guard trained 14 Coast Guard Auxiliarists to serve in a Joint Information Center during a two-day 16-hour workshop held at Base, San Pedro, Calif.

Two Coast Guard Public Affairs Officers provided extensive training to the members because of the current shortage of trained Auxiliary Public Affairs Specialists in the Los Angeles Area.

During the recent oil-spill in Santa Barbara, California, the Coast Guard established a Joint Information Center [JIC] near the site of the spill and a second JIC in Manhattan Beach, California. Staffing both locations became problematic and resulted in a decision to request augmentation from trained public affairs specialists in the Coast Guard Auxiliary.

After the event, a decision was made to offer intensive public affairs training to interested auxiliary members. That 16-hour workshop was conducted on 11-12 July 2015. “Nine flotillas supplied extremely capable volunteers for this weekend-long public affairs course, and their response, commitment and engagement was incredible,” said Public Affairs Specialist I, Acting OIC of the PADET. “This round of training should result in 14 fully-qualified auxiliary members ready to augment a JIC during a future event, and I want to continue to grow that number because it increases the Coast Guard’s public affairs readiness.”



FEMA photo by Jacinta Quesada

The photo shows a Coast Guard official working at the Joint information Center in Baton Rouge, La., in September, 2008.

Telling Our Story

Story by H William Smith, Assistant Editor, Navigator Express



Calling All Auxiliary Writers, Photographers and Storytellers! A Guide to Writing for the Navigator Express.

The Navigator Express is the electronic newsletter of the United States Coast Guard Auxiliary. As such it is a reflection of the great work that is being done by auxiliarists across the nation. Telling our shipmates about the great work we are doing can be extremely gratifying. It can also be a challenge if potential writers do not know what is expected of their work at the national level.

The Navigator Express wants your story to be told. In today's fast paced, visual, and increasingly electronic world, this publication needs to be a dynamic reflection of the modern Coast Guard and the Auxiliary. In order for that to happen, the staff needs stories that are well written, correct in their grammatical construction, accurate in their details, and be accompanied by supporting photography. It is important that those who write for the Navigator Express have a solid grounding in what is required of

their work. So here are some guidelines that will help you get your article and photographs published.

First of all, the process of writing for the Coast Guard and the Auxiliary is a different form of written communication than is typical of much of the writing done these days. There is no "LOL" in the Auxiliary, at least not in writing. Also the story should not be written in the first person or be about the author whenever possible. That doesn't mean that Auxiliary writing can't be creative. It needs to be, if the message is going to be read, understood, and enjoyed.

Writing Tools.

Every job needs some form of tools to be done well. There are plenty of tools available for writers and photographers. Several of these tools have been developed through the efforts of the Coast Guard, Auxiliary Public Affairs, and others tasked with

Telling Our Story *Continued from page 5*

making sure Team Coast Guard gets its story told accurately and well. Some of the specialized writing reference tools available through the Coast Guard and Auxiliary are:

- **The Coast Guard Public Affairs Style Book.**
- **The United States Coast Guard External Affairs Manual**
- **The United States Coast Guard Auxiliary Publication Guide.**
- **The United States Coast Guard Auxiliary Public Affairs Guide.**

These publications are available either through downloads at the U. S. Coast Guard Auxiliary Public Affairs web site or through the Auxiliary's general web site. Those two sites are always good starting places when looking for publications and other support materials. It should also be said that every Auxiliary member's go-to books, The U. S. Coast Guard Auxiliary Manual and the Auxiliary Operations Policy Manual are invaluable tools when it comes to writing for the Auxiliary.

In addition, there are great references for writers of almost any kind. First and foremost, the Associated Press Stylebook is an absolutely essential component of any journalist's tool kit. It is journalism's standard writing reference for publication. A second, lesser known, book that can serve as a quick reference guide for many grammar, punctuation, spelling, usage, and writing mechanics questions is English Simplified by Blanch Ellsworth, revised by John A. Higgins, published by Harper & Row. This is a handy quick reference guide that answers many common writing questions clearly and concisely.

Speaking of Photography...

Almost any article; other than a purely informational article such as this, will probably not get published without a supporting package of photographs. The Navigator Express has gone through a redesign process that is reflective of what is taking place throughout the media, especially in electronic media. Graphics are essential and photographs are an integral part of the story.

That being said, here are some tips in getting your photographs, and your story, published.

1. Photos should be submitted in a separate package from the story. Photos will be placed to best fit the design of each page by the editorial staff.
2. The photos should be sent in the standard .jpg format, preferably as close to the original generation of the picture as possible.
3. Pictures need to be at least 300 dpi (dots per inch) in resolution and at least two to three megabits in size. Thumbnails or pictures that are too small will not retain their clarity when expanded to fit the page.
4. Correct photographic composition is key to a great photo. That does not mean the photo can't be creative. But, it has to visually make sense and support the written story.
5. This may be the single most important key to getting a picture, and its accompanying story used in this, or any, Coast Guard publication. **All uniformed personnel in the picture must be in the correct uniform of the day for the activity being photographed!** The Navigator Express is scrutinized by the highest levels in the chain of leadership and management before it is published. If uniformed personnel are not correctly attired, or if elements of the uniform do not conform to current standards, the photographs and story will not be used.
6. Each photo needs to be accompanied by a cutline and the proper photo credit which should include: "Coast Guard Auxiliary Photo by include the photographer's name". Make sure the name is spelled correctly.
7. Maps and other supporting graphics also need to be in .jpg formats and of sufficient size to be used. They also need to be credited.

Finally...

Creating interesting articles that people will read demands an ever-broadening skillset. Publications are evolving to include traditional, as well as non-traditional content such as graphics, extensive photography and video. There are no "instant" writers. Anyone who attempts to write creatively, and in the Auxiliary's defined style, is continually challenged to improve their skills. The mission of writing in support of Team Coast Guard, is often demanding and takes a lot of work to do well. It is also really rewarding. There is always a need for writers willing to lend their talent to telling Team Coast Guard's story. It is a good story, worth telling well. **Please join us.**



U.S. Coast Guard Honored with Forever Stamp

Information provided by the United States Postal Service • First Day of Issue August 4, 2015 • Washington, DC 20066

This stamp honors the United States Coast Guard for its role in protecting the security of the nation and advancing its vital maritime interests.

In an oil painting on masonite, renowned aviation artist William S. Phillips of Ashland, OR, depicts two icons of the Coast Guard: the cutter *Eagle*, a three-masted sailing ship known as “America’s Tall Ship,” and an MH-65 Dolphin helicopter, the standard rescue aircraft of the Coast Guard. Phil Jordan of Falls Church, VA, was the art director for the stamp.

The Coast Guard traces its history to an act signed into law in August 1790 by President George Washington, at the urging of Alexander Hamilton. The act provided for a fleet of ten vessels, or “revenue cutters,” to aid in “the collection of duties imposed by law on the tonnage of ships or vessels, and on goods, wares and merchandise, imported into the United States.” This small fleet—given the big task of guarding the Atlantic coast and thwarting the efforts

of smugglers and pirates to evade tariff restrictions—was the genesis of what eventually became known as the Revenue Cutter Service, forerunner of today’s Coast Guard.

The responsibilities of the fleet increased in its first combat operations during the undeclared naval war of 1798-1800 with France (known as the Quasi-War), when Congress instructed it to cooperate with the U.S. Navy at the President’s discretion. Prior to this time, since there was no navy, the cutters served as the nation’s only armed force afloat. Ever since the Quasi-War, the Coast Guard has played a supportive role in the country’s defense during times of war.

The Coast Guard received its current name in 1915, when President Woodrow Wilson signed into law the “Act to Create the Coast Guard.” This legislation combined the Revenue Cutter Service and the Life-Saving Service, which had been established as a separate agency in 1878, into one organization. The

Coast Guard Forever Stamp *Continued from page 7*

1915 legislation also made explicit that the Coast Guard was “a part of the military forces of the United States” and would “operate as a part of the Navy . . . in time of war or when the President shall so direct.”

The Coast Guard later absorbed other long-standing maritime agencies, most notably the U.S. Lighthouse Service in 1939 and the Bureau of Marine Inspection and Navigation (comprising the earlier Steamboat Inspection Service and the Bureau of Navigation) in 1942.

The search-and-rescue mission of the Coast Guard is perhaps the one most familiar to the public today. This mission took root during the 19th century, when the government directed revenue cutters to search for vessels and persons in distress at sea. In this often hazardous enterprise, the helicopter became a valuable aid soon after its introduction in the 1940s. Two events in the 1950s demonstrated the unique capabilities of this new flying machine: In 1955, Coast Guard helicopters rescued scores of Connecticut residents from floodwaters caused by two late-summer hurricanes, and on Christmas Eve of that year a single helicopter rescued 138 victims of a massive flood in northern California. Not long after these dramatic incidents, helicopters joined cutters as icons of the Coast Guard.

One of the largest response-and-rescue efforts in the history of the Coast Guard took place in 2005 after Hurricane Katrina slammed the Gulf Coast. As the city of New Orleans was deluged by 20-foot high floodwaters, tens of thousands of residents were left clinging to rooftops or huddling in attics. Some 5,000 members of the Coast Guard, including units from every District, rushed to the scene, and a large percentage of the Coast Guard helicopter fleet deployed.

The effort was complicated by the unusual challenges of urban search and rescue, including downed wires that posed a hazard to helicopter rotor blades. Some rescue swimmers had to borrow fire axes to cut through rooftops to reach people trapped in their attics. At one point, Coast Guard personnel were rescuing 750 people an hour by boat and 100 people an hour by air. The final tally of persons rescued

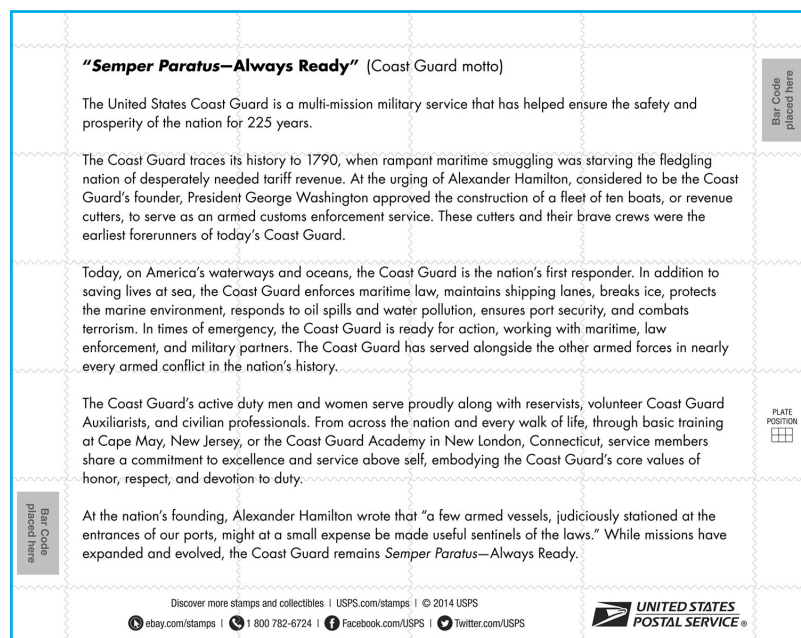
and evacuated from rooftops, flooded homes, and stricken hospitals exceeded 33,000.

The Coast Guard’s incredibly successful response to Katrina was a testament to its culture of service and exemplified its longtime motto, “Semper Paratus—Always Ready.”

The Coast Guard today has 41,000 active-duty men and women; 8,000 Reservists; 8,000 civilian employees, and 30,000 volunteer auxiliary personnel. In addition to saving lives at sea, their responsibilities include enforcing maritime law, overseeing aids to navigation, carrying out icebreaking operations, protecting the marine environment, responding to oil spills and water pollution, ensuring port security, supporting scientific research at sea, combating terrorism, and aiding in the nation’s defense.

During an average day, Coast Guard personnel assist more than 300 people in distress, save more than two million dollars in property, board 90 large vessels for port safety checks, conduct 120 law enforcement boardings, and investigate more than a dozen marine accidents.

The U.S. Coast Guard is truly a multi-mission agency that has made countless contributions to the safety and prosperity of the nation.



The reverse side of a sheet of the Coast Guard stamps lists a brief history and the modern role of the service.

From Tragedy To Triumph

The True Story Behind the New US Coast Guard App

USCG story by Petty Officer 2nd Class
David R. Marin

Julian Romero had an interest in law and its enforcement. He had completed a year at the Massachusetts Maritime Academy and hoped to one day become an active duty Coast Guardsman when he decided to move back to his native Puerto Rico. In a tragic irony, a year later he would be murdered, and his father, a telecommunications executive, would dedicate himself to honoring his son's love of law and public service.

At 17 years old and with a love of the sea and public service, Julian joined the Coast Guard Auxiliary, an all-volunteer group that supports the larger military organization.

Julian was quiet, shy and had a kind and innocent look. By the time he was 19, he had the clean face of someone too young to need to shave every day. His youthfulness was further emphasized by wearing his Coast Guard Auxiliary uniform in a manner that made it look just slightly too big.

"[When he joined] at 17 years old, he was the youngest auxiliariest in Sector San Juan," said his father. "After he came back from Massachusetts he became more active and donated a lot of time to the Coast Guard Auxiliary."

On April 18, 2011, the family celebrated Julian's 20th birthday at home. Afterward, Julian went out to a tourist area of San Juan for dinner with his girlfriend. After dinner, they went for a walk and were confronted by a 14-year-old boy, who robbed them at knifepoint.

USCG Aux Photo by Joseph Giannattasio

INTRACOASTAL WATERWAY, N.J. - A recreational boater uses the new Coast Guard App to report the light not functioning on a lighted daymark.

The Coast Guard released its first Boating Safety Mobile app as the kickoff to this year's National Safe Boating Week. Features of the app include: state boating information; a safety equipment checklist; free boating safety check requests; navigation rules; float plans; and calling features to report pollution or suspicious activity. When location services are enabled, users can receive the latest weather reports from the closest National Oceanic and Atmospheric Administration weather buoys as well as report the location of a hazard on the water.

The app is available on the Apple and Google Play online stores.

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From Tragedy to Triumph

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Julian's father still gets emotional when recalling the events of that night.

"After my son gave up their cellphones and money, the kid proceeded to put them in restraints -- plastic shackles," said Luis. "Then the guy started to attack my son's girlfriend."

Julian, while in the plastic shackles, did all he could to get between his girlfriend and the assailant. Doing his best to fight off the attack, Julian was stabbed repeatedly, puncturing his lungs. The police responded and took the young auxiliarist to the emergency room.

"It was terrible," Luis said. "I got a call at approximately 10:30 that evening where the caller said to 'get to the ER because your son has been mortally wounded.'"



After his death, the family of Auxiliarist Julian Romero took it upon themselves to develop an app for the Coast Guard, honoring their son's passion for law and public service. *Right: The Romero's on Capital Hill.* Photos courtesy of the Romero's

After his son's death, Luis turned to his work to find a way to respond. He decided to honor Julian's passion for public safety by providing a way to prevent other parents and family members from going through the horrors Luis faced. "Rather than just complaining and demanding [answers], my wife and I said 'No! We'll offer how to help,'" said Luis. "So, we created an app: Basta Ya."

"Basta ya" is Spanish for "that's enough." It was a phrase Julian would often use while discussing crime in Puerto Rico, according to Luis.

Flush with the success of the crime-fighting app, the Romeros brainstormed additional ways to perpetuate Julian's devotion to public safety. Luis remembered how much the Coast Guard meant to his son and that his son meant a lot to those in the Coast Guard.

"In the Coast Guard, Julian found a great family," said Luis. "That same family was very good to us. When our son died they came to our help, and we came together to get through it as a family. I thought to myself, we needed to do something for him as a legacy, so, that's what we did," he added.

In June of 2012, he traveled to Washington, D.C., in an attempt to make a presentation about a possible Coast Guard app to a congressional committee. "Congressman Michael McCaul, chairman of the House Homeland Security Committee, asked us to come back the following month," said Luis. "I met with him and showed him the BastaYa app and said we could do something similar for the Coast Guard."

After meeting with the committee chairman, Luis met with Coast Guard representatives, who thought creating a Coast Guard app was a great idea. "There aren't many [Department of Homeland Security] apps out there, so it's still a very



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new process,” said Lt. Anastacia Visneski, the Coast Guard’s digital media officer.

Development of the app was challenging because there would be 27 people representing all the different aspects: marine safety, security and weather. And to vet a government app, Luis and company went through a rigorous digital “carwash” to make sure there are no security violations and no points of data leak.

The app is a collection of the most commonly requested boating information compiled into a single digital location, and it aids the public in acquiring vital safety and security information faster and easier.

“Until now, the Coast Guard hasn’t provided the public much of an alternate means of reaching out to the service,” explained Visneski. “It was an incredible group effort between Basta Ya, all of the people in

the Coast Guard and the people in DHS.”

Not only did Luis and his foundation, BastaYaPR Inc., commit to developing the application at no cost, but they also committed to supporting it, including updates, for the app’s lifespan at no cost.

“It’s been a lot of fun working with Mr. Romero,” Visneski said. “He’s very passionate about this project. There were so many hoops we had to jump through; it was kind of a harrowing experience, and he hung in there.” Visneski also added “The app is helping the Coast Guard move forward into digital technology.”

“When you have a talent and a capability and you don’t use it, it is sinful. It is wasted,” said Luis. “I believed I had the talent and the capability. I had a vision, and I thought I could help. So, I went ahead and did it.”

While the loss of his son was a tragedy, Luis’ work with the Coast Guard will ensure Julian’s spirit of safety and public service lives on. The new Coast Guard app serves to fulfill Julian’s drive to help others and save lives.



AUXILIARY SCUTTLEBUTT

'scut-tle-butt: A drinking fountain in the Coast Guard is called scuttlebutt. A scuttlebutt in old days was a cask that had openings in the side, fitted with a spigot. Sailors used to congregate at the scuttlebutt or cask of water, to gossip or report on day's activities.*

On this page you will find all the important events and critical information to keep you up-to-date on the current happenings in the Auxiliary.

* from the USCG Glossary

MANDATED TRAINING DEADLINE EXTENDED

For more information contact your member training officer - additional information at:

<http://wow.uscgaux.info/content.php?unit=T-DEPT&category=mandated-training>

Create command climates and work environments that promote inclusion, equity and respect.

Take the Sexual Assault Prevention and Response Course.

HELP WANTED

<http://cgaux.org/members/wantads/>

COAST GUARD RELEASES 2014 Boating Statistics

The USCG recently released its 2014 Recreational Boating Statistics, revealing boating fatalities in that year totaled 610, the second-lowest number of yearly boating fatalities on record.

The publication states alcohol use was the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 21% of deaths.

Where the cause of death was known, 78% of fatal boating accident victims drowned; of those drowning victims, 84% were not wearing a life jacket. Where boating instruction was known, 77% of deaths occurred on vessels where the operator had not received boating safety instructions.

The Coast Guard reminds all boaters to boat responsibly while on the water: wear a life jacket; take a boating safety course; get a free vessel safety check; and avoid alcohol or other impairing substance consumption.

To view the 2014 Recreational Boating Statistics, please visit:

<http://www.uscgboating.org/library/accident-statistics/Recreational-Boating-Statistics-2014.pdf>

For more information on boating responsibly, please visit:

www.uscgboating.org

Never underestimate the power of understanding and support.

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Be aware and knowledgeable about your organization's diversity program.

Take the Civil Rights Awareness Course.

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