

Pieces of Eight

Volume XII, Issue 2

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From the Captain's Chair

Division Captain's (Ward McFarland) Article



Riverhound 2008 has recently concluded, and I am happy to report that (1) the heat index was well below 110 degrees, (2) there were no medical emergencies (as there were last year), and (3) the attendance was good and a good time was had by all. We were joined by a number of visiting dignitaries. From the Silver side, Larry Richmond, VCO traveled from Texas to join us (and gets our distance award without question), and Doc Clinchy, RCO-E was in attendance. Depending on the results of September's District elections, that means it is possible that both our incoming Commodore and Chief of Staff were with us. From the gold side, CAPT Steve Poulin, Deputy Commander of Sector Mobile and CWO Ashley Gordon from DIRAUX were with us. Not only is it an honor to have these

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8CR Division 8 Winning Team. Vice Commodore Larry Richmond, Team Members Mike Spencer, Alan (Randy) Glas, Donald Wilbourn, Craig Smith, and CWO Ashley Gordon.

8CR Division 8 Team at Kimberling City, DSAR 2008

By Crew member Craig Smith

On May 8, 2008 four 8CR Division 8 auxiliaries travelled to Kimberling City Missouri to participate in the 2008 DSAR competition. The team was composed of team coxswain Donald Wilbourn of Flotilla 08-03 Columbus Georgia, and crew members Craig Smith and Mike Spencer both of Flotilla 08-07 Birmingham Alabama, and Alan Glas of Flotilla 08-01 Newnan Georgia. Wilbourn, Smith and Spencer had been on the DSAR team that won in 2007 at Corpus Christi, and Spencer had been selected to go on and participate in the ISAR 2007 at Toronto. The current team is an accomplished bunch with all of them being coxswains plus Wilbourn and Smith were AUXOP.

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Think Outside the Box!

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Check out our web site at www.uscgaux.org/~08108/



Captain's Chair

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gentlemen in attendance, but it is an extremely valuable resource for our members to be able to meet and hear from them. All are extremely experienced and are "in the know" about nearly any Auxiliary-related question most could conjure. We thank them for being there.

The Riverhound exercise continues to meet a number of training objectives for Division 8. It is an opportunity to gain and maintain operational qualifications (there aren't many opportunities to train on night SAR, for example), a chance to hone our skills, a chance to meet other members in the Division, and a chance to have some fun and meet others. Three members from our winning DSAR team were in attendance and are encouraging competition in forming another Division 8 team for next year. I hope to provide them with just that in 2009. We've got some great members with a real chance of putting another winning team together.

The Division Meeting portion of the exercise I'm going to take the opportunity included some items that bear repeating, so am doing just that. First, a few items from the June board meeting that Bob Parnell, VCP and I attended in Dallas. Our Division needs two items, with a value of around \$100 apiece, to auction off to raise funds at the District meeting. They may be, but are not required to be, nautical in nature. If anyone has any friends that work somewhere that might provide an item, I would appreciate you letting me know at once as time is growing short. Of course, if anyone would like to donate an item, so much the better. Next, all of you (hopefully) by now should be aware of the 3n Notification Network (also known as AIMS, or Auxiliary Incident Management System). We have had several Division and District level tests of the system, and while

there is still much to be done we are improving with each try. It is extremely important that all FC's and FSO-IS's are familiar with the system, and overall at least three people in each flotilla should be able to use the system and initiate a message, in case the primary user(s) are unavailable. The FSO-IS is the person in your flotilla who is responsible for making sure the data in the system (which comes from AUXDATA, so it needs to have up-to-date contact information as well) is correct and complete (especially cell phone numbers), and they also need to set the order of contact the system uses (for example, cell phone first, e-mail second, home phone third, etc.). To make sure this information is current, the FSO-ISs should poll each member for the most up-to-date information. The District is ADAMENT that we learn to use this system, and from personal experience it is a system that works and is relatively easy to use (unlike certain other software we are living with at this time). Please make the effort to learn it, and ASK if you need help. The last item from the June board meeting is to remind you how important it is to turn in your hours to your FSO-IS (especially easy-to-forget hours such as Public Affairs work). This is how DIRAUX justifies our funding to the Coast Guard, and given the nature of the budget right now that money is especially difficult to come by. PLEASE help us all by turning in what you do.

Two items of new business were brought up at the meeting. First, in accordance with the Division standing rules, the funds in the account of the disbanded Flotilla 8-10 (Demopolis) have been forwarded to the Division 8 account. However, the board has decided to keep these funds earmarked for a period of two years, in case this flotilla is able to re-establish itself in Jackson, MS or elsewhere, in which case the funds will be returned to them. The second item of new business was to authorize the purchase of two Public Affairs banner stands (those of you who at-

tended our Spring meeting in Columbiana have seen them) for Division use. One of these will be funded 50% by District 8CR, and the other will be provided by DIR-AUX. Basically, we'll get two banner stands and pay for half of one. Not a bad deal.

Earlier I mentioned our DSAR team that competed at Table Rock Lake in Missouri earlier this year. For the second year in a row, Division 8 provided the team that won the event! We are very excited about the work these guys have done. Congratulations to Don Wilbourn (team leader), Mike Spencer, Craig Smith, and Randy Glas for being great representatives of our Division. Two will go on to compete at NSAR in New Jersey later this year, and all will be invited to the Spring meeting in Ft. Walton Beach to receive their award.

An eight-hour TCT class will be held next weekend, August 15th in Tuscaloosa at the Tuscaloosa Police Station. The instructor will be Richard Byrne. This may be the only opportunity for those of you who need TCT to maintain your qualifications this year, so PLEASE check to be sure you don't need this class. We need a head count, so please e-mail me at wvmcfarlandcgaux@comcast.net to let me know if you are attending. Other upcoming events include the Fall District 8CR conference in Dallas, TX (September 17-21) and the Division 8 Fall meeting and elections (Whitehall, AL on October 11th at the Division Headquarters building). The Flotilla Commanders Academy will be November 22nd, and ALL incoming FC's must attend this meeting, so if you plan to run be sure you can fit this on your calendar.

I hope to see some of you in Dallas and all of you at Whitehall for our elections. At present, Bob Parnell is our sole candidate for DCP (oops, excuse me...that's Division Commander or DCDR now) and Craig Smith is running for VCDR. Please be there to help choose your new leaders and help shape the future of our great Division 8!

Ward McFarland, DCP-8



Ida Lewis Christine Beal-Kaplan

The night of October 25, 1911 and all the bells of all the vessels in Newport Harbor tolled for the passing of its most famous citizen Ida Lewis. Today a yacht club, named for this remarkable woman, occupies the house on Lime Rock where the Lewis family tended the light that led to her fame.

The increase in both pleasure and commercial traffic during the middle of the nineteenth century necessitated a navigational light be placed in Newport's inner harbor. The amazing sum of \$1000.00 was appropriated by congress for this project in 1853, and thus began what would lead to the fame of Ida Lewis.

At first there was only a one room shed on the rocks where the light was situated in case the keeper had to spend the night there. Ordinarily the keeper rowed out each evening to light the beacon and each morning to extinguish it. But in 1857 the keeper's house was built and Hosea Lewis and his wife, Idawalley Zoradia Willey moved in. Lewis was a seaman from his earliest days, serving in the Revenue Cutter service for 12 years. When the light keeping job became available he took it although there was no house attached to the lighthouse at the time and they lived inland.

Ida was the second Lewis child. Unfortunately her older brother, Horatio, died at the early age of 10. With no son to teach the ways of the sea Hosea concentrated on his daughter. Unfortunately a stroke disabled him only 4 months after moving to their home at the lighthouse. That left his wife and daughter to nurse him and take care of the light; a job they both performed admirably. In fact Mrs. Lewis was eventually named the keeper of the light.

At the age of 14, Ida was known for her swimming abilities. Rather unusual for a girl at that time. She also developed great strength for such a small person because of having to row to shore to pick up supplies and take her younger brothers and sisters to school each day. Apparently Mr. Lewis regained some of his abilities after his stroke.

Her first rescue happened when she was only 16 years of age. She'd been watching some young men sail back and forth between Ft. Adams and Lime Rock. One foolish young man climbed the mast of the boat and began to rock the sailboat back and forth. He probably just meant to put a scare into his companions, but he was more successful than he wished and the boat soon capsized. Four young men were left clinging to the boat in increasing seas. Ida jumped into her small rowboat and quickly pulled them to safety. The rescue received no attention at the time as Ida didn't think the whole thing worth mentioning. Eight years later her next rescue took place as the result of some more foolishness of young men. Three drunken soldiers from Ft. Adams decided to take an old skiff, that belonged to a younger Lewis boy, in order to row back to the fort. No sooner had they left the waterfront but one of the men put his foot through the bottom of the boat. Two of the men were never found (It was suspected that they might not have drowned but have deserted) but the other was on the point of going under when Ida rowed out to save him.

Apparently the Lewis boys were extremely unlucky in having their boats snatched when they were on the mainland, because the next rescue came about when three men took their boat in an effort to save a valuable sheep that had taken it into its head to go for a swim in the heavy seas. However the sheep did a bit better than the men who quickly swamped the boat. Again, Ida not only saved the men but also the dumb sheep who had started the whole affair.

In 1869 Ida saved two soldiers who had attempted to row across the harbor with the aide of a 14 year-old boy who was supposed to know the waters. The boy was lost but Ida rushed out of the house never even stopping to put on a coat or her shoes. She took her younger brother and together they pulled the men to safety. She later received a gold watch from one of the grateful soldiers. As her heroism gained in fame she was awarded a gold Congressional medal for lifesaving. And the soldiers of Ft. Adams collected \$218, for Ida, to say thank you for all her efforts in keeping the citizens of the harbor area safe.

Ida was married in 1870 to a man by the name of William H. Wilson. But it was a very unhappy match. Although they never officially divorced Ida soon returned to her family.

After her Father died and the rest of the family was grown it was just Ida and her Mother on the rocks that supported the lighthouse. Ida's fame grew as her rescues increased. Evidentially people just couldn't pick nice days to take to the waters of the harbor. Thanks to Ida many lived to tell the tale of their adventures.

Ida was visited by many famous people who wished to shake the hand of the plucky little lady who saved people from their own foolishness. One famous visitor and admirer, General Ambrose Everett Burnside, the Civil War Hero who later became the Governor of Rhode Island (and for whom sideburns in a man's haircut were named) helped her to be named as the keeper of the light with a salary of \$750 per year. That made her the highest paid lighthouse keeper in the nation. As the official paper read, the extra pay was given "in consideration of the remarkable services of Mrs. Wilson in the saving of lives." But while she was officially Mrs. Wilson the people of Rhode Island forever knew her as Ida Lewis. And when she died all the bells tolled for her.

Since the Lighthouse service was attached to the Revenue Service which later became the Coast Guard, it is only fitting that the Coast Guard tends her grave. And again the Service made an exception to the tradition of not naming their boats after people and named a cutter IDA LEWIS (WLM 551)

Ida Lewis a lady who was indeed Semper Paratus





Are You Ready for Leadership ?

David Ihle, SO-PS

As we approach the fall season the Flotillas and the Division will be electing and appointing new leaders for 2009. What do you as a member of the Auxiliary look for when voting for someone to take an office or to accept an appointed office?

1. First and foremost the member must have the time needed for the office. This can vary from eight hours a month to many hours depending on such factors as the office held, the number of members in the Flotilla or Division, and the management style used. Is the officer one that tries to do everything themselves or are members encouraged to take responsibility and help with planning a project? Remember, TCT is taught under operations but it is equally applicable to the day to day running of a Flotilla or Division. Work as a team!

2. In particular this year **ALL** Flotilla Commanders (FC) and Division Commanders (DCDR) (was Division Captain, DCP, in previous years) are expected to make time to attend the one day Leadership Training in Mobile on November 22. Also the Flotilla Commanders are expected to attend the Division meetings because they are the members of the board that direct the Division. There are usually three of these during the year in February, August, and October.

3. The leaders (FC, VFC, FSO) need to keep a positive attitude and show enthusiasm for

what they do because it will likely come back the same way from the members. If you grumble about fuel money, lack of equipment, AUXDATA, etc. than that will become the focus of your Flotilla or Division. Be willing to work through changes. Use your own creativity and communicate up and down the Chain of Leadership to answer questions and solve problems.

4. Be specific in what you want done. Don't just say manage the VE or the Operations program. Give specific goals to reach. Do not take on all problems at once. Work through them one member at a time.

5. If you need help in some area, consider training members to do the job. That can be member training at meetings, groups getting together to complete needed courses, or use of C schools. Other Flotillas, Division officers or staff, or District Staff Officers are all available to bring your membership up to speed. It only takes advance planning and communications along the Chain of Leadership.

6. Pass out Awards in the form of "please" and "thank you". Hand out Flotilla and Division awards and provide input for higher level awards. There is help at the Division and District level to get an award into the form

needed for it to be signed by a Coast Guard Officer and a ribbon handed to a member. Remember, awards can be submitted by any member and not just the leadership but they must go up the Chain of Leadership. Suggest an award when you see someone doing a good job.

7. These are just some suggestions to consider as the new officers are selected for 2009. Those elected need to keep a sense of humor but do not belittle members doing it. Communicate along the Chain of Leadership. Be sure to represent your membership to the next level of leadership. There should not be a Flotilla meeting that does not have the staff officers there to help the Flotilla Commander. There should not be a Division meeting at which the FC or VFC of **EACH** flotilla is present to represent the membership. If this representation does not happen the members working under that staff officer or FC are being disenfranchised. If there was a meeting at a level above the meeting you are attending there should be someone there that represented you. The FSO represents a program, the FC represents the flotilla and the Division Commander, DCDR, represents the division.

So please give serious thought to your leadership for next year and consider stepping up to a leadership position.



How to help out the boating public and look “Really Cool”.

By Greg Knight, FSO-IS 8CR F87

The Act of September 30, 1944, Chapter 453, 58 Stat. 759 stated “The **primary** purpose of the establishment of the Coast Guard Auxiliary was to indoctrinate all owners and operators of small craft in safety requirements in the operation and navigation of small craft. A **secondary** purpose of the institution of the Coast Guard Auxiliary was to “utilize the Auxiliary craft and personnel, after suitable training and indoctrination, in carrying out certain duties of the Coast Guard with particular inference to those concerned with the safety of navigation.” During the years since the establishment of the Auxiliary Auxiliarists have devoted countless hours in support of this primary purpose with the only visual recognition (ribbons) being of their qualifications in PE, VSC and/or RBSVP.

A new qualification device named the “RBS Device” was established to recognize USCG Auxiliary members who support the Auxiliary's programs and activities within, or related to, the Recreational Boating Safety (RBS) Program, the “Primary Purpose” as mentioned above.

The award of the Device is based upon the member earning 120 points per year for two consecutive years (total of 240 points to qualify). The points are awarded for work in four RBS areas.

Public Education: Any hours recorded using code 14- 1 point per hour as lead instructor and 0.5 points per hour as an assistant/aide.

Public Affairs: Activities promoting RBS in the following areas:

Public Lectures Given, mission code 10B;
Participation in Radio/TV programs, mis-

sion code 10C;
Information/VSC Booths 10F

Legislative Outreach: Any hours recorded as Federal or State Legislative Outreach (Codes 65A or 65B). Hours are recorded are the face to face contact hours and do not include preparation or travel hours. 1 point per hour recorded for codes 65A or 65B.

State RBS Outreach: Any hours recorded as meetings with a state BLA or state BLA staff must be reported as Mission 65C on ANSC Form 7030.

Mike Spencer and Greg Knight of Birmingham, AL Flotilla 87 worked diligently to earn the RBS points over the years 2006 and 2007.

When the award was first announced by the National Executive Committee (NEXCOM) Mike and Greg, both being qualified vessel examiners and recreational boating safety program visitors, had an immediate interest in doing the work to attain the newly developed RBS Qualification Device. Not only to help the boating public be safe on the water, but because the device looked “really cool”. The original plan was to complete the 120 points in each of the two years by doing vessel safety checks (VSC) with the occasional program visit (PV) here and there. Ramp days were held at Smith Lake Park in Cullman County where the duo and other flotilla

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Flotilla 8-10: Farewell

DEMOPOLIS, AL: Flotilla 8-10 is no more. We have been absorbed into Tuscaloosa's flotilla. We will be operating as a detachment of Flotilla 8-5 as we continue to try to recruit, grow, and place roots either in Demopolis or in the Jackson, MS metro area (Ross Barnett Reservoir). We have had continual problems with keeping our members certified and our facilities approved, but many are doing what they can to help us. The last couple of years have been really rough on Flotilla 8-10. We were down to 3 active members, but we had three active facilities. We did not have enough crew to keep all three facilities on the water. But the three of us carry on. I'd like to thank Capt. Montgomery, Commodore Clinchy, our division leadership (Ward McFarland and Bob Parnell) and especially Bobby Miller for all they have done to try to help us survive. I look forward to us being able to regain our footing and grow back into a full fledged flotilla. There is plenty of need, both in Demopolis and in the Jackson area and we will continue to do what we can. The Ross Barnett Reservoir is a beautiful body of water, including the Upper Pearl River, but it can be very congested. There is a Power Squadron group here who already has their foot in the door at most places I have tried to sing the praises of the Auxiliary. There are many boating related events throughout the year that I think the Auxiliary could really add an extra value to, but it is an uphill battle. It seems we spend more time trying to keep qualifications for our members and our facilities than we do patrolling, but that could just be my perception. Hopefully we will be back on the water again soon and I would like to welcome any of you to join us for a patrol in either Demopolis or on Ross Barnett Reservoir. In closing, I'd like to thank Gene Guy and my father, Dan Coit for allowing me to serve as their FC and for their willingness to tackle almost anything. And that is how it goes in my final official report for Flotilla 8-10.

-Edwin Coit, Past FC 8-10

How to help out the boating public and look "Really Cool".

By Greg Knight, FSO-IS 8CR F87

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members set up a VSC booth to offer boating safety pamphlets as well as provided a base of operation for performing VSCs. Additionally, while in the area program visits were made to area bait shops, marinas, boat storage houses, and any other lake-centered business. This activity proved to spread the boating safety message using a wide range of U.S. Coast Guard Auxiliary RBS program components. By employing this multi-faceted approach to a simple ramp day at the lake, the duo was able to gain RBS device points in VE, PV, and PA simultaneously. Mike and Greg also did PV runs to Lake Mitchell and surrounding shops and outfitters. On one of these trips they were invited to a Lake Mitchell HOB social event and were given a tour of the county rescue squad emergency response boat.

Mike and Greg both surpassed the required 120 points for 2006.

Both Mike and Greg stood watches at the Bassmasters Classic exposition in 2007. Several members of flotillas 85 and 87 worked this event set up by the National Marketing Team of the U.S. Coast Guard Auxiliary and the U.S. Coast Guard Office of Boating Safety. Participation in this event added valuable PA units toward the goal.

Mike performed several PV and VSC missions thereby earning them the Recreation Boating Safety Qualification Device. It looks "really cool".





A Day of Training for Flotilla 81 Jennifer Howard, F8-01

Saturday, 26 July, Flotilla 81 had boat crew training on West Point Lake in West Point, GA. This was a chance to get some valuable on-the-water training for both crew and coxswains, as well as some great Boating 101 for brand new members, such as myself, whose only knowledge of boats is that they float (ideally.) The day started in air-conditioned comfort, in which we reviewed basic boating safety, as well as man overboard procedures. We then moved on to basic knot tying. Clove hitch, no problem. Square knot, no problem. Sheet bend, took a couple of tries, but I got it. That bowline hitch...er, problem. "The rabbit comes out of the hole, runs around the tree, jumps back into the hole," the instructor explained kindly. I seem to have too many holes. After about twenty or so tries, I'm ready to rip that rabbit's head off.

I was relieved of my knot-tying angst when someone announced it was time to get out on the water. Yes! Just what I joined CGAUX to do. The other trainees and I were instructed to announce potential hazards and parrot the calls of others so the coxswain would be sure to hear. We also patrolled the dam and got an introduction to ATON. "Man overboard!" a voice suddenly

booms. My nurse's brain automatically reviews: Airway. Breathing. Circulation. Secondary survey. Funny, out potential drowning victim looks a lot like a seat cushion... Finally, we stop by the marina where we provided some safety education to no wake zone violators and a boat towing a young inner-tuber.

We concluded our day of training windblown, sweaty, and a bit sunburned, but satisfied knowing we had accomplished our goals and had fun in the process. I can't wait to get out on the water again! I just need to conquer that bowline hitch....

Lewis Higgins recommended the following site to practice the knots:

www.animatedknots.com

Members John Breedlove, Pat Hodges, Jennifer Howard, Lewis Higgins, Don Baker, and Chetan Sankar on patrol



News from Auburn Tigers Region



Pieces of Eight

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STAMPS

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In This Issue... DSAR Competition —Page 1

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Before going to Missouri they had trained extensively as individuals but only once three of them got together to train as a group.

The competition events were held at Table Rock Lake, a dammed portion of the beautiful White River that flows through northern Arkansas and southwestern Missouri. Recent heavy rains had caused extensive flooding on the banks of the lake and the usual access points to the floating docks were many feet underwater. New ramps to the docks had to be jury rigged. But during the Friday and Saturday of the events the weather was calm and beautiful.

Three teams from the 8CR and four from 8WR competed in seven events: marlin spike, P-6 pump, SAR exercise on the water with comms, SAR planning, towing and MOB, heaving line, and phonetic alphabet. The on the water SAR exercise and towing and MOB events were accomplished in 25 foot CG Defender Class fast boats manned by professional and friendly gold side crews.

At the end of the competition a banquet was held where all the organizers, judges and teams were recognized and awards were given. The 8CR and 8WR were given separate awards as the competition was only among teams within each region. The division 8 team from 8CR won five medals for winning individual events. And the team also won the overall 8CR trophy. In addition Craig Smith was awarded an additional medal for "Most Inspirational" among the 8CR competitors.

Wilbourn, Smith and Glas from the winning team will be going on to compete in the 2008 NSAR scheduled for October at Cape May New Jersey. Everyone involved had a great time and gained a tremendous amount of knowledge and experience from the preparative training and actual competition.