



Up Top In Operations

January 2002

Monthly Newsletter of the National Operations Department

Volume 1

Auxiliary Air Changes Are Coming

*Written by: Jim Jacobsen,
DVC-OA*

On January 13-17, at Coast Guard Headquarters, I was privileged to be invited to sit on the Commandant's Accident Safety Board (CASB). This Board was the final board investigating the causes of the class-A mishap in District 7 in Florida.

This Board was made up of senior active duty aviators and a flight surgeon, and included one Auxiliarist, and that was me.

The Board was charged with the responsibility to delve into the cause(s) contributing to this Auxiliary accident and provide recommendations that would provide a better environment. It

was mentioned early-on by the President of the Board, the Coast Guard's senior aviator, that he wanted to make the Auxiliary Air a stronger more viable entity and that is what the Board worked toward.

Although the exact recommendations made by the Board are privileged until released by the Commandant, I can say that there are many positive and evolutionary changes coming for Auxiliary Air.

The important thing to recognize is that Auxiliary Air was represented on this Board and when the final decisions are made by the Commandant, we will emerge with a stronger more viable working relationship with our active duty counterparts.



The Challenge of Mentoring

*Written by: Gail A.
Fisher, DVC-OE*

We are now officially working exclusively with the "new" Boat Crew program; so we need to really be focusing on establishing an effective mentoring program in our flotillas.

But let's face it — using a mentoring program as the primary way to facilitate learning has its challenges! You should be aware of some of the challenges you will face, and think about ways you can minimize their impact.

"Mentoring" continued on page 2...

Let's take a look at some of the challenges a flotilla may encounter:

1. Establishing an official mentoring program for the flotilla may be a significant cultural and process change in how the flotilla does Boat Crew training. Every flotilla will need to re-define how it supports the Boat Crew training program, and clearly define the responsibilities and scope of the mentor's role to avoid misunderstanding and invalid assumptions.
2. The flotilla elected leadership will need to be sure that members participating in the Boat Crew training program feel as though they are getting a quality learning experience. The mentor may need additional support, and not recognize it.
3. Prospective trainees should know what to expect! As prospective members are brought into the flotilla, or existing members begin the program, they should have been given a thorough explanation of the mentoring process. You should also discuss the



member's responsibility to drive the learning process. This program is not designed to help the member who just wants to "show up!"

4. The flotilla will need to actively groom future mentors to ensure the quality and sustainability of the program. While mentoring is an enjoyable and satisfying experience, it is time consuming. New mentors will be needed when constraints do not permit your initial mentors to continue in that capacity. Just as you need to constantly be "filling the pipeline" with new trainees, you should groom and develop new mentors. Remember, in the Coast Guard – everyone knows it is **"Learn it, Do it, Teach it!"**
5. Measure the effectiveness of your mentors and your mentoring program so you can keep improving. Solicit feedback from your trainees, your mentors and your members at large. The purpose of the feedback is not to place blame if something goes wrong, but to see how the mentoring program can be more effective. Every member of the flotilla, whether directly involved or not, shares

some responsibility to help make the mentoring program successful!

6. Appreciate, recognize and reward your mentors. While mentoring is very satisfying, we all need to thank those that are willing to share their time, knowledge and skill with others. A sincere *"Thank You"* is the least expensive reward you'll ever give!

This is a great time of year to start something new! Why not let "starting an effective Boat Crew training mentoring program in my flotilla" be one of your 2002 New Year's resolutions? Perhaps you'll decide to become a mentor yourself. Your investment in the mentoring program will pay big dividends in our ability to support the Coast Guard!

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You may be causing problems for other boaters....

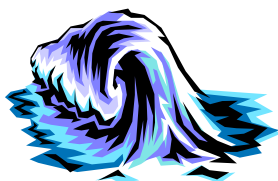
Watch Your Wake!

Written by: Charles Ford,
BC-OSS

To some people, it means to look back and see how pretty it is. The fact that they are responsible for any damage or injury caused by that wake seems not to occur to them.

The fact is, if your wake causes a small skiff to capsize or lose an occupant overboard, or if it causes a cruiser to roll and an infant is thrown from its berth, you are legally, morally and financially responsible.

It is quite possible when you are one the flying bridge of a large cruiser or yacht, your wake may not seem to be very large. However, if you look astern at the vessels you have passed, you can easily see how they are bounced around. It is not only rude and discourteous to rock

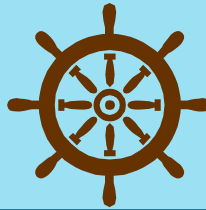


"Up Top in Operations" is the monthly newsletter of the National Operations Department of the United States Coast Guard Auxiliary.

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sailboats and small craft unnecessarily, but it could not only cost you money for damages done but you also may be faced with criminal charges.

Your wake may cause damage or injury on boats but also causes damage to fixed installations such as floating docks or bulkheads and it certainly does cause severe erosion damage to unprotected shoreline. You can be cited by the Coast Guard, the Sheriff, or the Marine Police for any of those actions. Passing another vessel 50 or 100 feet away will certainly be more damaging than passing 50 or 100 yards away. So if you don't want to cut your speed, **KEEP YOUR DISTANCE!**

Passing a sailboat which is under full sail, in a good breeze, at a rea-

sonable distance will not cause her much discomfort. On the other hand passing the same boat in a calm with his sails limp might cause someone to be struck by the boom, thrown overboard or seriously injured. **You are responsible!**

Be courteous and proud of it. Treat other boaters as you would like to be treated in their position. The proliferation of discourteous action is one thing that has caused many States pass strict laws about wakes, speeding, and unsafe boat operation.

