

The Benefits of Membership Coast Guard Auxiliary Association

Like all volunteer organizations, the USCG Auxiliary currently has issues with recruiting and retention. Much effort is being put forth in developing tools for Auxiliary units to use in their quest to gain new members. But what about tools to use in the quest of retaining the members we have now? That is the purpose of this quarterly publication – what are, and how can you easily access, the benefits of membership.

In past, the Coast Guard Auxiliary Association has struggled with making members aware of benefits available to them and that is changing. Many members are unaware of the "Special deals" offered such as those advertised by email just before Valentine's Day, 2018. Many members don't have a full understanding and realization of the excellent training opportunities available to them at your favorite price – free.

This quarterly publication will define just such benefits and will contain articles that assist in topics of broad use and hopefully easy to access – how about understanding uniform regulations in a streamlined fashion – versus perhaps surfing the entire chapter 10 of the Auxiliary Manual. The Association store will become an increasingly more valuable benefit to members as the line of merchandise is updated and enhanced to meet needs – and requests – of our members. Feedback from our members is heartily requested!

This quarterly publication is to be the messenger to explain exactly what projects the Association is undertaking to help support Auxiliary assigned goals such as promoting boating safety or to inform the members of success in receiving grant money from philanthropic organizations.

This quarterly publication could reasonably be renamed: "What's in it for me"? The meaning of that is of course that we keep information readily accessible to you, at least quarterly, so it can be a continually refreshed tutorial for all members to help them realize all the special benefits they can experience as members of the most professional, highly trained and relevant volunteer organization in the world.

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The governing body of the Coast Guard Auxiliary Association is the Board of Directors, which has all powers of governing and directing.

The board is charged with overseeing the management of the business and its organizational affairs. The Association's governance principles are found in its formal policies as established in accordance with its Articles of Incorporation and Bylaws.

THE BENEFITS OF MEMBERSHIP is the official publication of the U.S. Coast Guard Auxiliary Association to provide articles of interest and information to its members. Questions or comments contact the Chief Editor at AuxBob@Robich.com.

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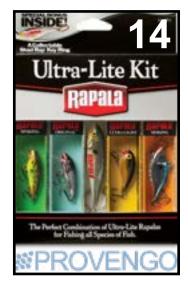




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August 23-26, 2018 **17**





Footnote

Kidde* Plastic handle fire extinguishers: The recall involves 134 models of Kidde fire extinguishers manufactured between January 1, 1973 and August 15, 2017, including models that were previously recalled in March 2009 and February 2015. The extinguishers were sold in red, white and silver, and are either ABC- or BC-rated. The model number is printed on the fire extinguisher label. For units produced in 2007 and beyond, the date of manufacture is a 10-digit date code printed on the side of the cylinder, near the bottom. Digits five through nine represent the day and year of manufacture in DDDYY format. Date codes for recalled models manufactured from January 2, 2012 through August 15, 2017 are 00212 through 22717. For units produced before 2007, a date code is not printed on the fire extinguisher.

BEFORE you start your engines, ready the boat!



WIRELESS KILL SWITCH WIRELESS ALARM SYSTEM

Here's a solution for the never-ending problem of those boaters who find it a bother to wear the required lanyard to shut down the boat's engine if the skipper falls overboard or is incapacitated away from the helm. We all know it sometimes appears inconvenient to plug in the lanyard and we now have a great solution – a wireless cutoff (Kill Switch) that really works.

Canduit, LLC has developed a product called the Autotether[™]. Autotether[™] is a wireless engine cut-off device which frees the operator from being physically attached to the kill switch, and instead, wirelessly activates the boat's existing kill switch when the operator goes overboard. Additionally, Autotether[™] extends this safety feature to up to three additional passengers, activating an alarm if any passenger falls overboard. So now boaters can have the convenience of not being physically tied to the kill switch, allowing free movement on board, while still providing critical man-overboard safety for themselves and passengers.

Canduit, LLC is offering their Autotether products to Coast Guard Auxiliary Members at a 15% when purchasing it through the Association's web site and the Member Benefits page.

Here's how the Autotether™ works. First, simply connect the battery operated Autotether™ control unit to the boat's existing kill switch, no different from connecting the existing lanyard. No wiring, drilling holes, or special mounting is required. Once turned on, the Autotether™ Control Unit will wirelessly search for the Operator and Passenger Remotes. When the Control Unit detects any of these remote devices, a wireless connection is then established. When this wireless connection is broken by any of the remotes being submerged in water or being separated by a distance of 100 feet or more, the Control Unit will activate the kill switch and/or trigger an audible alarm.

"We are delighted to establish a relationship with the Coast Guard Auxiliary Association to bring Autotether™ to the members of the Coast Guard Auxiliary," said Ed Sztuka, Business Development Manager at Canduit. "Auxiliary members receive a significant discount whenever they purchase an Autotether™ system. It's an honor to work with the Auxiliary Association in order to help the Auxiliary promote boating safety."

Partnering with Canduit to bring the Autotether[™] to Auxiliary members and help promote boating safety, especially in the area of engine cut-off switch adoption, is a great benefit and furthers safe boating initiatives. Members can go the Auxiliary Association website at https://www.cgauxa.org/shopauxiliary/at_splash.php and follow the link there to purchase the Autotether[™]. Upon checkout, members can enter the **promo code CGAuxA** to receive the 15% discount.

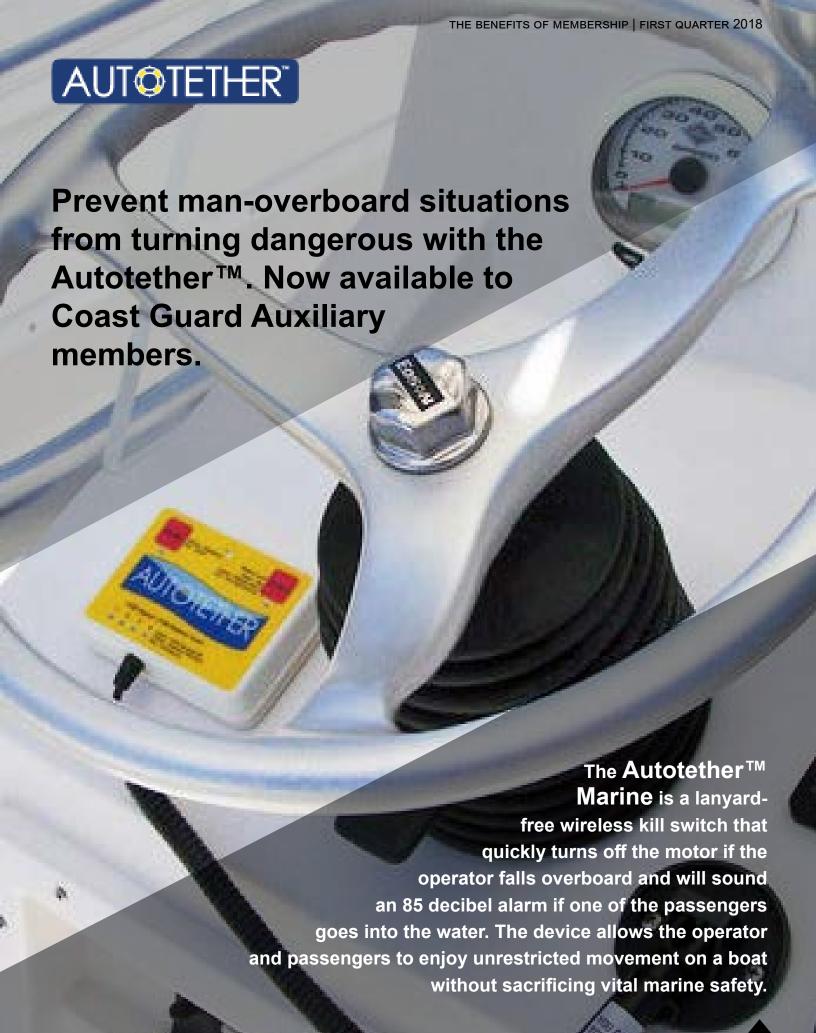






The Autotether™ Screamer





The Ultimate Image Starts With You

Great News: It's Much Easier to Get the Right Uniform and Look Great

by Commodore Dale Fajardo

As part of the Coast Guard Auxiliary Association's initiative to bring the benefits of membership directly to you, I've been asked by COMO Richard Washburn, COMO Larry King, and COMO Vincent Pica to write a short periodic column to highlight these great benefits and give you a few hints (the "gouge") to help you make the most of your membership in the United States Coast Guard Auxiliary.

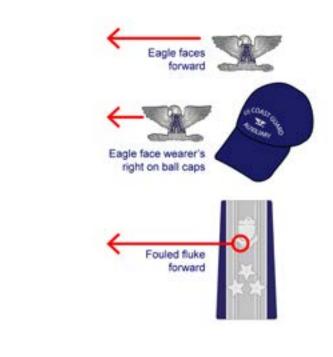
Before I begin, I believe it's important to present a short background on the Coast Guard Auxiliary Association. The Association was established in 1957 as the national nonprofit organization to support U.S. Coast Guard Auxiliary activities, and for over 60 years, the



Association has conducted critical fiscal and business management responsibilities for the Auxiliary to include fundraising, partnerships and donations that enable us to accomplish our primary mission: recreational boating safety. In addition to its support of the Auxiliary, the Association provides you, a number of benefits, such as discounts on consumer products and in the

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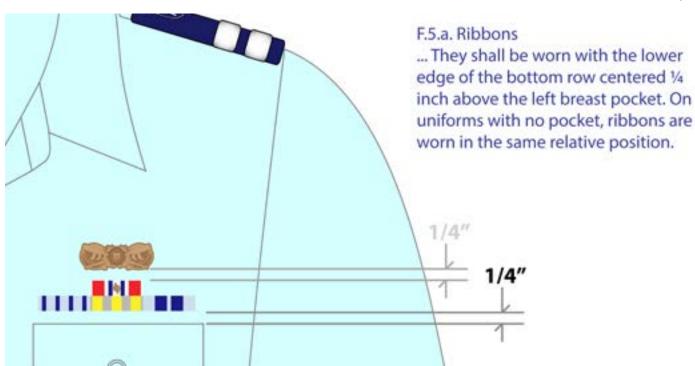


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case of Auxiliary uniforms, it's the main resource for you as an Auxiliarist to obtain the Auxiliary specific uniform accessories and equipment required to perform your duties and look your best.

With this in mind, one of the amazing privileges by being a member of the United States Coast Guard Auxiliary is that we are allowed to wear the same core uniforms as our fellow Coast Guard active duty and reserve personnel; as a result, the public may not be able to tell the difference between Coast Guard Active Duty and the Auxiliary. When in uniform, we, as Auxiliarists, represent the United States Coast Guard and the U.S. Government, and in keeping with the true spirit of an organization of volunteers, the possession and proper wear of the Auxiliary uniform must be a matter of personal pride.

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Uniforms

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Recently, there have been changes for the better that will make it easier for all of us to get the right uniforms to ensure we look sharp. So, instead of three places to obtain our uniforms, it's become simpler, now it's just two: 1) the Coast Guard Exchange System and 2) the Auxiliary Center.

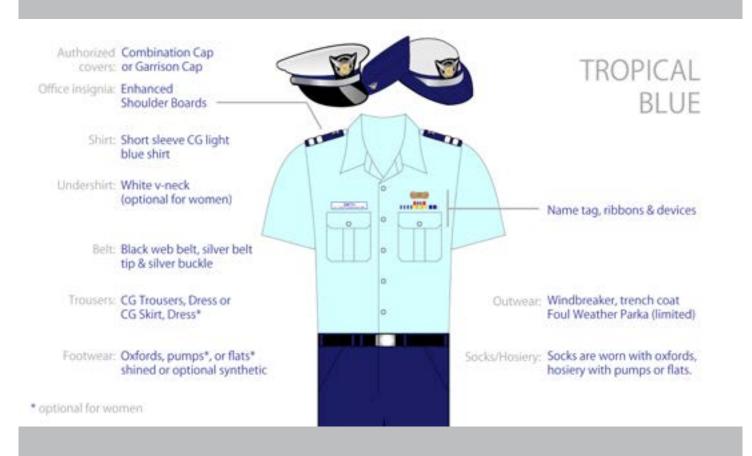
- 1. Just a few days ago, the Coast Guard Personnel Service Center announced the return of online Coast Guard uniform and uniform accessory sales through the Coast Guard Exchange System online store at https://shopcgx.com/. For more information, you can review the recently released ALCGPSC message 025/18, but I've summarized the key points for your convenience:
- Instead of visiting Uniform Distribution Center (UDC), you can visit the Uniform section of the Coast Guard Exchange System online store at https://shopcgx.com/uniforms/.
- When accessing the site for the first time, you will be required to establish a customer profile on a secure web page, which will be validated through AUXDATA, which means you will need your Auxiliary Member ID number and password.
- You will be able to browse the current selection of uniform items sold by the UDC and use a secure checkout.
- Key point: Though this site has a few Auxiliary uniform items, the main use of this site is for you to get access to the core USCG uniforms items that are common to both Active Duty and Auxiliary personnel such as shirts and trousers for Tropical Blue, Service Dress Blue & ODU uniforms, shoes and boots, coats, parkas, windbreakers, and sweaters.
- 2. Now, if you want to get Auxiliary-specific uniform items and everything else to complete your uniform, you should visit the Aux-

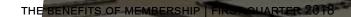
iliary Association Center at http://shopauxilia-ry.com .

- Items on the site include Auxiliary-specific shoulder boards, officer devices, covers and hats, regulation name tags, qualification insignia, sleeve lacing, and other items to fully complete your uniform especially those hard-to-find uniform items.
- In addition, you can find commemorative coins, flags, stickers, stationery, and much more.
- When accessing the site for the first time, http://shopauxiliary.com
 you will need your Auxiliary Member ID number and password. Once you access the site, you will be able to browse for the uniform items that you need.
- If you have any questions, the store is a phone call away at 314-962-8828 or by email at auxcen@cgauxa.org.
- More importantly, if you buy from the store, a portion of the sales proceeds will be sent back to help your district.
- Here's a helpful hint, thanks to COMO Larry King, consider having your flotilla place a group order to save on shipping and see if your flotilla membership would be willing to approve reimbursement of the shipping.

Lastly, as I looked through the Auxiliary Manual as I wrote this column, I came across an interesting statement, "Elected and appointed leaders are expected to wear the uniform properly to set an example. They must help other Auxiliarists develop proper habits of personal appearance, hygiene, and grooming when wearing the uniform. Uniforms shall be pressed, clean, fit properly, and be in good repair." I earnestly believe that this statement is what we should strive to attain as we help each other when wearing this uniform, not only as a way to pay homage to our active duty Coast Guard family, but as a way to pay our respects to those who wore the uniform before us.







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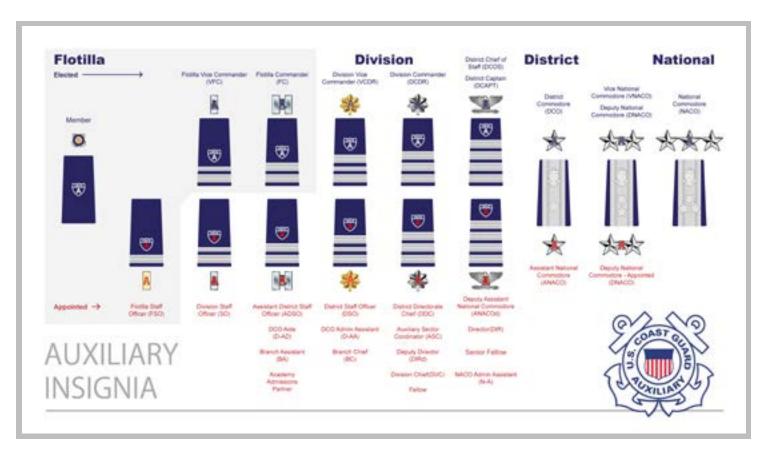


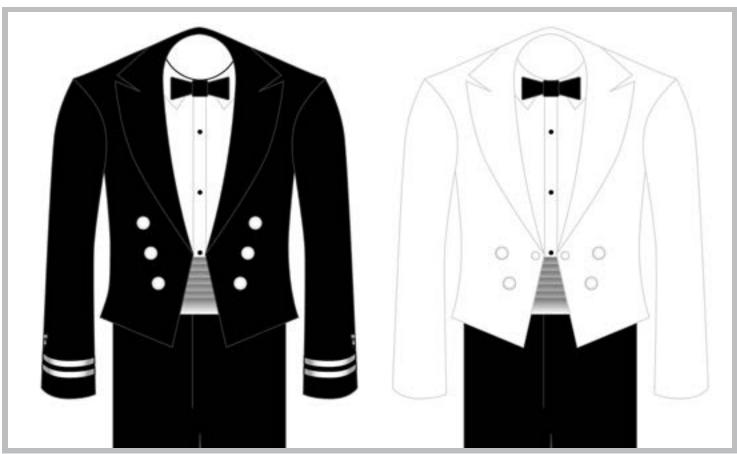
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For more information, please visit the Uniform Division of the Human Resources Directorate at http://wow.uscgaux.info/content.php?unit=H-DEPT&category=uniform. Images courtesy of Commodore Daren Lewis.

Now, quality outdoor gear is available to the Coast Guard Auxiliary.



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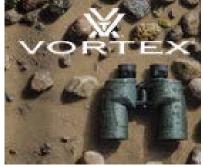
Thanks to a new partnership between the Coast Guard Auxiliary Association and a company called Provengo, a DOD supplier of personal protective, tactical and operational equipment, all Auxiliary members can benefit from Provengo's wide range of clothing and equipment from major manufacturers at significant discounts. Whether it's marine or land based, Provengo provides

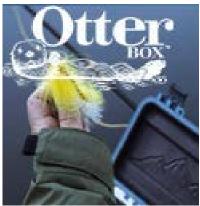
high quality products and for orders over \$250, shipping is free. Plus, there is no sales tax, and they offer no hassle returns. If the order is placed by noon, it's shipped the same day!

Brands such as Yeti, Costa Del Mar, Sperry Footwear, Benchmade, Shimano Rods and Reels, Goal Zero, Danner and Gerber are just a few of the companies Provengo represents. Provengo offers exclusive discounts on products to approved individuals that are serving and protecting the United States. They understand that having the right gear is essential to meeting mission-critical situations...for either on the job or just for fun!

Provengo, established in 2004 as Continue on page 15











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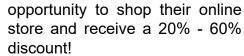
a Women Owned Small Business has been supplying the Department of Defense for over 12 years offering expedited equipment order processing for those serving and protecting the United States, at deeply discounted prices. That's right. Provengo is offering Auxiliary members the











In order to receive this and other benefits that accrue to US Coast Guard Auxiliary members, go to the Coast Guard Auxiliary Association website at https://www.provengo.com/cgauxa?gov_price=true and shop today.











Start Your Engines!

by Commodore Vincent Pica

Time and tide are now on our side. Most bay constables allow moorings back in the water as of April 1 – and the weather will turn our way too. So, **BEFORE** you start your engines, ready the boat!

Getting Started

As with any project, starting at the beginning is the best place to start and for "commissioning", i.e., getting the boat ready for service, the beginning is the front of the boat. For those that trailer their boats, the front of the boat is the trailer. Who wants to go flying down the highway and see their boat doing somersaults along the side of the road? How do you prevent that!? Well, start with the strap that comes out of the winch. Connected to the bow eye, it is the first line of defense. Pay out a few feet and make sure that there aren't any frayed or torn segments. If there are, you will need to cut out that entire segment and re-attach the strap. If you aren't sure how, and you need to be since this strap IS the first line of defense, get help from a competent mechanic or dock master.

While you're at it, why not spray the winch and all the moving parts with some penetrating oil. Pay out the entire strap if need be and re-coil it up so that you are sure you get a good covering of the moving parts with penetrating oil. Take a walk around the boat and be sure the binding straps are all equally in good shape. If not, replace them.

As to the boat itself now, open the anchor locker and flake out the anchor rode (the line and chain attaching the anchor to the "eye" in the bottom of your anchor locker/your boat) and lay the anchor "on the hard." Again, check the shackles for excessive wear as well as the rode itself. Replace or repair, as needed. No sense having the boat float away one day because the anchor rode wore through or a shackle pin gave out.

Be sure that the navigation lights (red and green) are working. If not, take the bulb with you to the marine hardware store and replace it – plus spares. The gas is more expensive than a few extra bulbs.

Your storage area(s) might be forward so open them up and ensure that PFDs, tools, etc are all in good condition. Check that there is no standing water in the compartment. If so, the "limber holes" are clogged and the water can't get to the bilge to be pumped overboard. Every ounce of weight that wasn't on the boat when the boat was manufactured changes its centers of buoyancy and

gravity. In heavy seas, that just might matter a whole lot.

Next are the cockpit and the electronics. Disconnect them, spray them with some "white grease", reconnect and test the gear. If a connector is corroded, replace it. This all will keep salt in the air from penetrating your electronics.

If you haven't checked the PFDs yet, do it now. Check your whistle, your horn, your flares – any and all safety equipment. Don't forget your fire extinguisher(s) – especially this year as Kidde* has recalled about 37.8 million of them (in addition, 2.7 million in Canada and 6,730 in Mexico) due to failure to discharge and nozzle detaching. One death has been reported – so this isn't trivial... If it isn't "in the green", chuck it. Also, gently shake it side to side, head over end. If you hear a "thunk", the dry chemical has solidified. It is now a good door stopper but not much else. You should hear a low "shh..." sound as the suppressant moves back and forth.

Check the fuel tank. Is the "sender wire" (wire that runs from the top of the tank (usually) to the fuel gauge) in good condition? How about the filter? And check the fuel lines too. Weak or cracked hoses must be replaced, along with rusted hose clamps. Stainless steel.

How are the battery and the clamps that attach to the posts? Just like a car, all this has to be in good condition.

The engine is the most obvious component to ready for service. Change the oil – all the oil – including the oil down in the foot of the engine. You'll need a large straight-slot screw driver for the two screws (high and low) that have to be backed out, a bucket and a quart of oil. Find all the grease fittings and gently pump new grease in until it comes out somewhere else. Don't forget the steering cable fitting. Be sure that the oil dipstick is properly seated.

BTW, if you do have trailer, check the lights, tires and lube the bearings. As with the engine grease, pump it in gently. Who wants to push out a seal?

Reset the spark plug(s) in the engine before you put the cover back on – unless you are going to work on the prop. Some old models might start up when you turn the prop – and that will definitely ruin your Saturday. Once ready to start the boat, be sure it is in water! You need the coolant! It will smoke at first from the fogging oil you laid in the Fall but that will quickly pass.

OK, there are surely more things to do but you are well on your way to heading out to the high seas – or at least in our bays and creeks.





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