

2025 YEAR IN REVIEW

THE AUXILIARIST

THE NATIONAL PUBLICATION OF THE U.S. COAST GUARD AUXILIARY

ON WATCH

**Auxiliarists supporting operations,
safety, and service**

STORY, PAGE 4

THE AUXILIARIST

THE NATIONAL PUBLICATION OF THE U.S. COAST GUARD AUXILIARY

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Adventure
READY
 Every adventure
 is someone's
 responsibility.



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 for the moments you can't predict.

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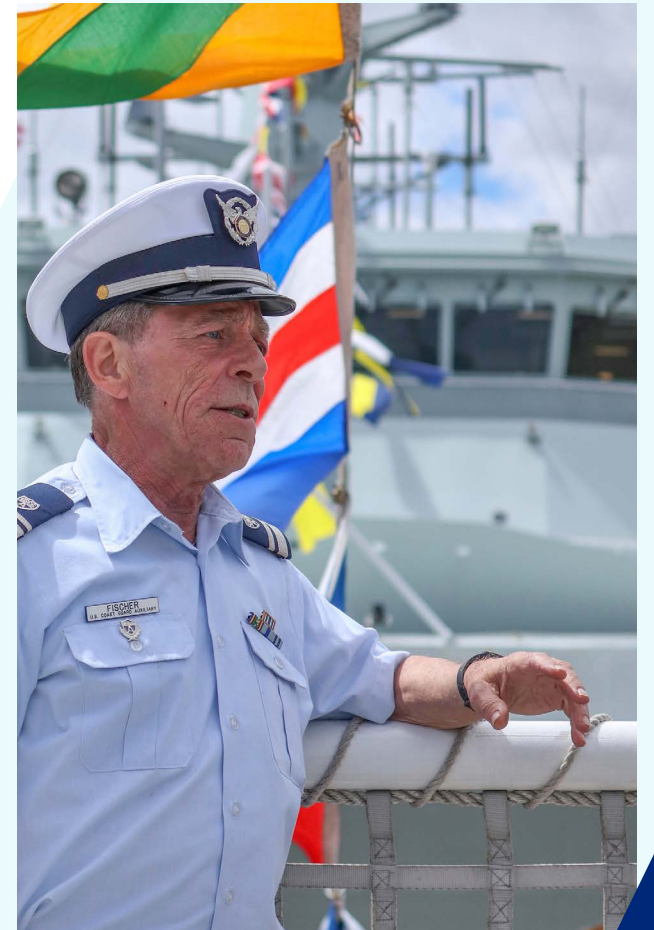


ON THE COVER
 Coast Guard divers conduct
 a dive demonstration and
 interact with visitors from
 inside a dive tank during
 Fleet Week New York at the
 USS Intrepid pier. Divers
 showcased specialized
 equipment and discussed
 their mission supporting
 maritime safety, security,
 and environmental response
 (story, page 4).





Auxiliarist Walter Fischer greets visitors as they begin tours aboard USCGC Calhoun.



FLEET WEEK

NEW YORK 2025

DAVID MOONEY

First reported in Northeast District, Southern Region's *Over the Bow* publication.

Fleet Week in New York began May 21, and more than 130 members volunteered in support of Coast Guard cutters and crew in both Manhattan and Staten Island.

Auxiliarists supported the event by watchstanding at public affairs booths promoting the Recreational Boating Safety (RBS) message, conducting tours aboard Coast Guard cutters, and providing culinary assistance (CA) onboard.

District Special Events Coordinator David Mooney, DCAPT New York North, coordinated this year's record number of Auxiliary volunteers, ensuring that all areas were covered and that the best possible service was provided throughout the event.

Approximately 30,000 visitors attended Fleet Week New York, according to Intrepid data. Nearly 20 percent of those visitors interacted with Coast Guard Auxiliarists.

USCGC Sturgeon Bay, located in Staten Island, hosted approximately 2,500 visitors, while USCGC Hawser and USCGC Calhoun hosted approximately 3,000 visitors between May 24 and May 26, 2025.

The Coast Guard brand was promoted by 16 Auxiliarists at the Public Affairs booth at the Intrepid, alongside the USCG Divers, the Atlantic Strike Team, the USCG Museum, Coast Guard recruiters, and the USCG communications team.



Auxiliarist Jon Bernz oversees naval cadets boarding USCGC Calhoun for a tour of the cutter.

FLEET WEEK NEW YORK 2025



Six members provided shuttle van service to transport personnel from the sector to the homeport pier and ferry locations during both morning and evening operations.

(Left to right) Auxiliarists Floriano Aguayo, Mike Reidy, Frank Miller, Bert Ongkeo, Ben Haddadnia, Dave Mooney, Scott Gerber, Lou Volpato, Dylan Yen, Glenn Delmonico, Jon Bernz aboard USCGC Calhoun.

Eight members served on culinary duty aboard USCGC Sturgeon Bay and USCGC Calhoun.

Seven certified interpreters supported visitors and crews by providing translation services in multiple languages, including French, Vietnamese, Russian, Mandarin Chinese, Haitian Creole, and Portuguese.

Auxiliarists aboard USCGC Calhoun maintained bow watch, served as tour guides, and operated the ship's store, which sold hundreds of dollars in ship's merchandise benefiting the crew morale fund.

Because of the Auxiliary presence, crew members were not required to conduct tours, allowing them to focus on operational responsibilities. //



Auxiliarist Frank Aguayo promotes life jacket safety to visitors at the Coast Guard Auxiliary Public Affairs booth.



Auxiliarist Steve Hempel stands with Lieutenant Commander Grant De Visser and Auxiliarist Senaka Senavirante aboard USCGC Sturgeon Bay.



Auxiliarist Jose Pena of Division 5 stands with Captain Matthew W. Hammond, commanding officer of USCGC Calhoun, as he takes leave from the cutter.



Auxiliarists Jessica LaPaix and Kenneth Dupuis conduct guided tours of the vessel.





Auxiliarist earns Honorary Chief Petty Officer appointment

MATTHEW THOMPSON, AUXPA1

First reported in Fall, 2025 edition of *CURRENTS*, the Great Lakes Western Region publication

It has been several months since Rob Kumpf had Chief’s anchors pinned to his collar, and the moment is still sinking in. For Kumpf, a longtime Coast Guard Auxiliarist, the honor represents more than just personal recognition—it connects him to a proud legacy of service that stretches back more than a century.

“I love my crews,” Kumpf said. “I am so thankful to the Coast Guard for providing a path to continued service via the Auxiliary that has led to all of the great things I’ve been able to experience since I enrolled nearly 13 years ago.”

Kumpf now joins a remarkably exclusive group. Since the establishment of the Chief Petty Officer rank in 1920, fewer than 400 honorary Chiefs have been appointed. Of those, fewer than 20 have come from the Auxiliary.

The honor is steeped in tradition. The words “Go ask the Chief” have echoed through the Coast Guard for more than a century, symbolizing the pivotal role Chiefs play in guiding crews and shaping leadership across the service.

The Origins of the Chief

The Chief Petty Officer rank officially came to the Coast Guard on May 18, 1920, when the 66th Congress approved its establishment. At that time, the service

adopted the Navy’s rate structure, and with it, Chiefs inherited equal standing with their Navy counterparts.

The idea of a “Chief,” however, predates that milestone. In the U.S. Navy, the title was first created in 1893. Even earlier, during the Civil War in 1865, the term “Chief” appeared in reference to cooks promoted to “Chief Cook,” meaning the highest in rank within their specialty.

The Coast Guard itself was still evolving. When the Revenue Cutter Service merged with the U.S. Life-Saving Service in 1915, conflicts arose between “Surfmen” of the Life-Saving Service and “Petty Officers” of the Cutter Service over who held authority. To resolve the issue, the Coast Guard created a higher position of authority – one that would soon be known as the Chief.

The first Coast Guard Chiefs were Station Keepers of Life-Saving Stations, given the title of Chief Boatswain’s Mate (L), the “L” marking their lifesaving expertise

and distinguishing them from their “seagoing” counterparts.

ANCHORS, SHIELDS, and TRADITION

The insignia and traditions of the Chief Petty Officer carry deep meaning. The fouled anchor, passed down from the Revenue Cutter Service, remains the emblem of Coast Guard Chiefs today. The anchor symbolizes stability and security, while the chain encircling it represents strength, flexibility, and the unbreakable link between Chiefs who rely on one another. The superimposed shield dates back to 1799, when Congress added it to the Revenue Cutter Service ensign to distinguish its cutters from other vessels. With 13 stars and 13 stripes, it serves as a reminder of the nation’s roots and the duty of Chiefs to safeguard its people.

Uniform traditions, too, have marked the Chief’s place in history. In 1922, the Coast Guard issued regulations establishing the Chief’s

uniform, modeled after the Navy’s but featuring the Coast Guard’s distinctive shield. Later, the iconic white combination hat – “The Hat” – became a rite of passage for Petty Officers advancing to Chief.

Kumpf receives his honorary Chief Petty Officer collar pins – joining a rare group of fewer than 20 Auxiliarists to earn the distinction since 1920.



“I love my crews. I am so thankful to the Coast Guard for providing a path to continued service via the Auxiliary”

ROB KUMPF

A Legacy of Leadership

For more than 100 years, Chiefs have stood as the backbone of the Coast Guard, embodying honor, respect, and devotion to duty. Each generation has passed on lessons of leadership and responsibility, ensuring the service remains strong through times of peace and crisis alike.

Kumpf’s appointment as an honorary Chief connects him to that legacy. Though few Auxiliarists have ever been so recognized, his nearly 13 years of service and devotion to the mission and more importantly, the people around him made him a fitting choice. As he continues to reflect on the anchors newly pinned to his collar, Kumpf remains focused not on himself, but on those he serves alongside. “I love my crews,” he repeated, a reminder that while titles and insignia hold great weight, it is the people behind them who carry the Coast Guard’s traditions forward. //



Petty Officer 3rd Class Richard B. Uranga photographed the event at Narwhal's base in Newport Beach's Corona del Mar neighborhood. In the group photo, Auxiliarist Little is fourth from left, Shane is seventh from left.

Auxiliarists Celebrate USCGC Narwhal Change of Command in Newport Beach

WALTER BARANGER

Change of command ceremonies are a time to look forward and back, and a celebration of teamwork across all of the U.S. Coast Guard's members, both military and civilian.

On July 17, 2025, Coast Guard Auxiliarists Edward Little, Daniel Shane, and Oscar Gallo of Flotilla 12 in Long Beach joined the crew of the Newport Beach-based 87-foot Marine Protector-class coastal patrol cutter Narwhal in welcoming Lt. j.g. Jake Monson as commanding officer, and seeing off Lt. Annabella Farabaugh.

Lt. Farabaugh will be assigned to the Force Design 2028 team. Cutter commanding officers are generally assigned for two years, then move on to other posts within the Coast Guard.

Captain Stacey Crecy, sector commander for Coast Guard Sector Los Angeles-Long Beach, presided over the formal portion of the change of command program, during which the incoming commanding officer was given responsibility for both the vessel and command of its crew. The time-honored maritime change of command ceremony originated during the age of sail, possibly dating to Roman times, when the formal handover's legal authorization was made clear to the crew, and the new commander had inspected the vessel and accepted responsibility for it.

As major augmenters to the Coast Guard's mission, Auxiliarists are frequently invited to formal Coast Guard events such as change of command ceremonies. Their expertise in *(continued on next page)*





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local knowledge and recreational boating helps cutter commanders by assisting with such duties as community events and boating safety outreach programs. As Narwhal patrols Southern California waters, Auxiliarists can be called upon to assist with such tasks as search and rescue missions and providing interpreters and even trained culinary assistants. //

First reported
in Southwest
District, Division
6's news site.



Reflections on a Life of Auxiliary Service

BYRON MOE, *Northeast District Commodore*

I have been in the Auxiliary for 43 years, turning 44 next April. This has been a long and enjoyable run, and I have been asked to discuss my experiences along the way. First, I want to say how honored I am to receive the Portsmouth Harbor Flotilla *Semper Paratus* Award. I appreciate your confidence and support.

I entered the Auxiliary while still on active duty, joining my local unit but also assisting with a Thanksgiving and Christmas meal the Auxiliary was preparing for us in Mobile, Alabama, while I was stationed there. It was a great group, and long before qualifications as we know them today. The Auxiliary Aviation Manual was eight pages long, and there was no boat crew manual that I knew of. Paperwork was handled through snail mail, transfer sheet paper, and cards that were mailed in and then sent up the chain. I believe it was around 1985 or 1986 that the first iteration of the boat crew manual came out, and it caused quite a stir. Members were appalled, and a few quit. Navigation rules testing was considered outlandish in Minnesota, but we did it. This was part of a vision to make the Auxiliary more than a social and boating club, transforming it into an organization that could stand alongside the active duty and stand the watch in almost all missions. This was also the period when I served as Flotilla Commander for the first time.

I bounced around flotillas in Alabama, Florida, Virginia, Detroit, Minneapolis, and eventually New Hampshire. Watching us grow and change as an organization was incredible. Standards changed through a slow process of becoming a more respected and competent partner for the U.S. Coast Guard. In 2004, I had the opportunity to join the National Staff as the Branch Chief for Aviation Safety. We were finally going to rewrite the manuals and

upgrade the program. I was part of that process, along with the development and presentation of four aviation-based C-Schools. I also toured facilities to select venues for an upgraded spatial disorientation C-School for aviators and aircrew. I served as the Division Chief for Aviation for two years and then returned to safety. And just so you know, the National Staff manages the programs, not the actual activities. Basically, National Staff writes the manuals and creates products for the districts, divisions, and flotillas to use and operate under.

“You get out of this organization more than you put into it.”

I also had the opportunity to move up the elected side of the Auxiliary. I've served in leadership at the division and district levels. The greatest experience I had in all these positions was the people I met and worked with from around the country. I remain friends with many, and when my job takes me to a city where these folks live, it is a great reunion with food and stories in abundance. Some of my favorite people are friends from the Auxiliary.

What I took from my time in the Auxiliary is simple: you get out of this organization more than you put into it. Drive and effort are all the Auxiliary asks, but the people you meet and work with are the real prize. These are people who will be my friends forever. I have lost a few, and I went to their services, comforted their families, and still keep in touch. Those still with us call regularly, and we discuss anything and everything. I encourage you to explore the Auxiliary and all its opportunities. You will get more out of it than what you put into it. //

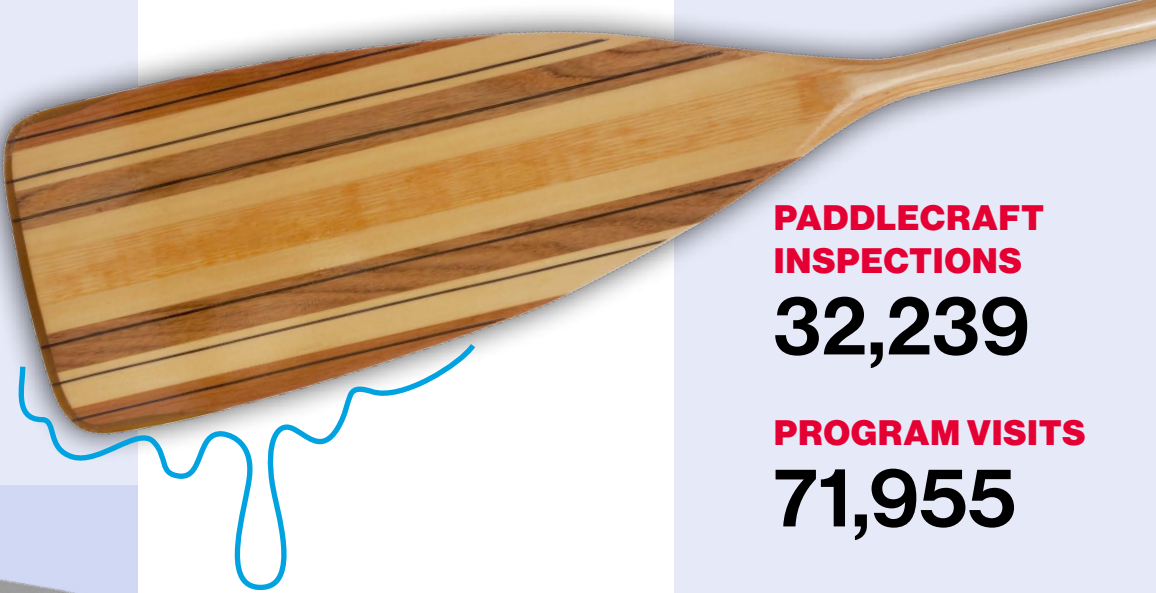
2025 BY THE NUMBERS

As we look back on 2025, Auxiliarists across the service continued to demonstrate the professionalism, dedication, and positive spirit that define our mission.

The numbers that follow represent more than activity – they reflect thousands of members giving their time, skills, and expertise in support of the Coast Guard and the boating public.

From public education and vessel exams to operational support and community engagement, these contributions highlight the depth and impact of the Auxiliary's work over the past year.

Together, these numbers tell the story of a year of service – measured not just in hours, but in commitment, readiness, and the people we serve.



PADDLECRAFT INSPECTIONS
32,239

VESEL SAFETY CHECKS
51,075



PROGRAM VISITS
71,955

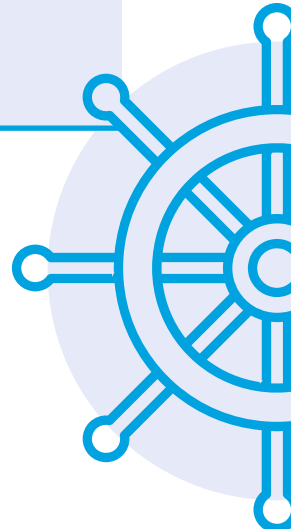
FISHING VESSEL EXAMS
589



PUBLIC AFFAIRS HOURS:
112,046

OPERATIONS & PATROL HOURS

147,520



ADMINISTRATIVE SUPPORT HOURS

2,120,695

HEALTH SERVICES SUPPORT HOURS
11,715



ASSIST CASES
263

LIVES SAVED

181

PROPERTY SAVED
\$6.9 million

CULINARY SUPPORT HOURS
42,804



CHAPLAIN SUPPORT HOURS
13,433

INTERPRETER SUPPORT HOURS
3,205

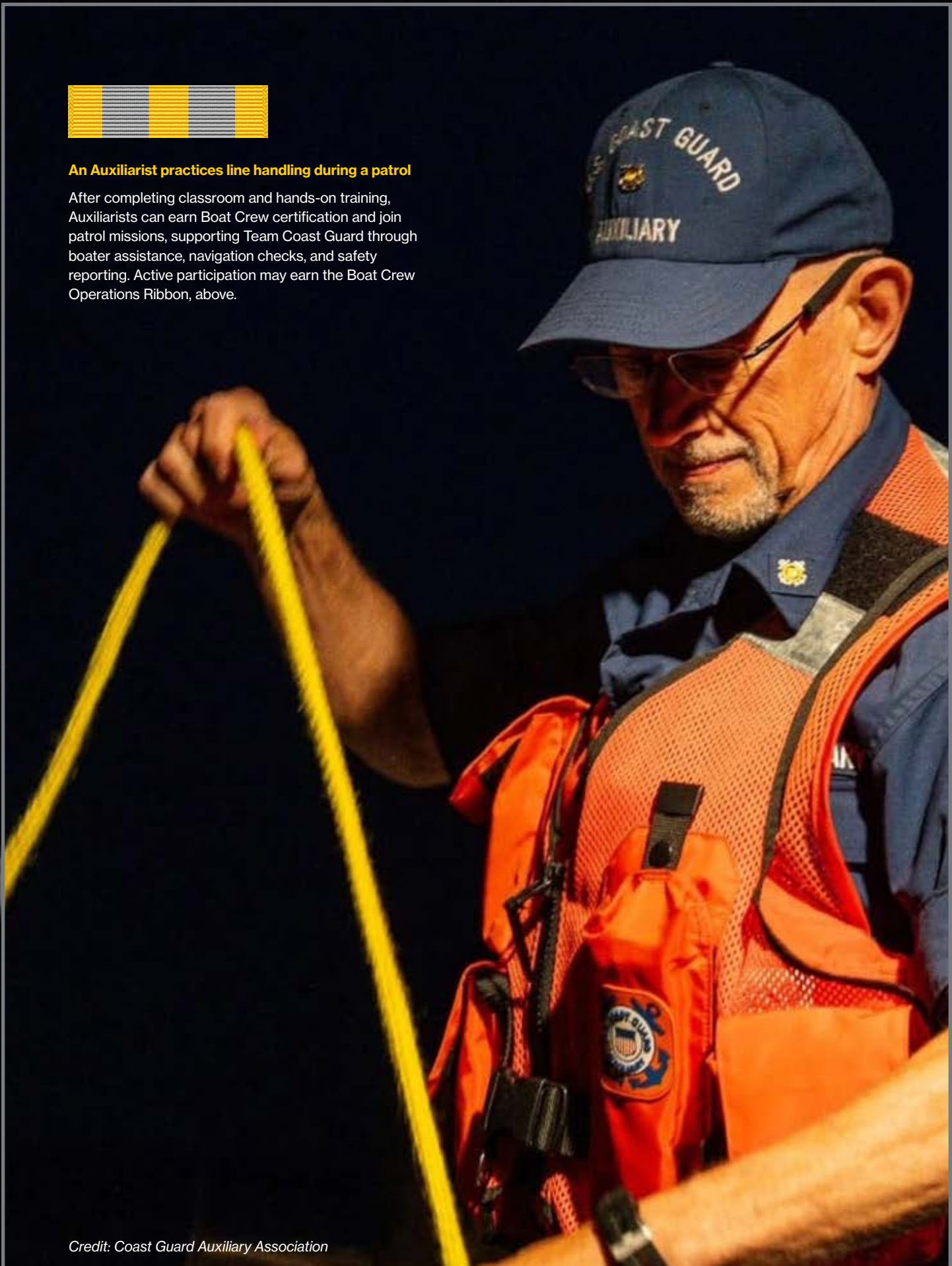


Every number represents a moment of service – and together, they reflect the impact we make when we show up, ready to serve.



An Auxiliarist practices line handling during a patrol

After completing classroom and hands-on training, Auxiliarists can earn Boat Crew certification and join patrol missions, supporting Team Coast Guard through boater assistance, navigation checks, and safety reporting. Active participation may earn the Boat Crew Operations Ribbon, above.



Credit: Coast Guard Auxiliary Association