



United States Coast Guard Auxiliary
Seventh District

D7 AuxFS



eNewsletter - Summer 2015

Serious Sea Duty Served Up for Two Florida AuxFSs

If going to sea in a large cutter is on your bucket list, your chance may be right around the corner.

On May 5th, two Auxiliarists, Brian Garry and Bruce Ristich(photo below), went aboard the USCGC Tampa(WMEC 902) docked in Mayport, Florida for a 53-day deployment to the Caribbean. For the Captain and the rest of the crew, the cruise began days before at their homeport of Portsmouth, Virginia. Continued Inside.



AuxFS Basic Class Aboard

**Sector Jacksonville
20-22 October 2015**

AuxFS Instructor Beth Elliott has announced a AusFS Basic Class for 20-22 October, 2015. Students will be responsible for their travel, meals and accommodation costs.

The first HEP A shot should be administered before the class. HEP A shots should be covered by your insurance.

AuxFS Basic Course Outline:

Tools and Equipment:

- Various types of galley equipment
- Knife Skills & maintenance

Safety and Sanitation:

- Safe food handling and preparation
- Personal hygiene
- Safety in the workplace

Introduction to Food Preparation:

- Basic cooking principals
- Introduction to recipes and recipe conversions
- Basic cutting techniques

Hands-On Meal Preparation and Serving:

- Working in teams: plan, prepare and serve a meal for the unit and guests.



Serious Sea Duty ...Continued

Having qualified as AuxFS and having worked at Coast Guard stations in the galley, they were attracted to a notice asking for volunteers to go aboard Tampa. They didn't know each other prior to the deployment, but both shared a strong desire to serve the Coast Guard at a high level of involvement. Fifty-three days with almost 7/24 involvement fit the bill.

Garry had been on the water much of his life as an avid open-water sailor and boat delivery captain. He had sailed on three U.S. Navy Tiger Cruises with his son a Navy Commander and former commanding officer. Ristich has been in the Auxiliary for less than two years and during AuxFS training laughed to himself at the possibility of going to sea.

Out to Sea

After getting aboard and checking in, the men were assigned to a 21-man berthing compartment. Getting to know their fellow crew members was easy in this tight space. The good news was that they both got bottom "racks". On the third day at sea, a junior officer (JO) stateroom became available and XO Cdr. Dan Urisno assigned them to the much more comfortable quarters for the duration of the cruise. They shared the room with two JOs on the other side of a head and shower room bulkhead divider. Each man had their own desk and shared a port side porthole.

Rostich said the even fresh water was readily available. He said, "Tampa has two reverse osmosis desalinization units and there is no water rationing at all."

Garry commented on sleep aboard Tampa. "I slept like a baby...the noise of the diesels, generators and rain along with the swells and rolling of the cutter was like a sleeping pill. I layed down, yawned and was gone! "



The desk and bunk in a JO stateroom aboard Tampa.

Galley Runs Around the Clock

The work day in the galley at sea and in port was divided into two shifts. The first shift got going about 0400. The shift was supervised by an FS1. For the first 30 days Ristich took the day shift. The first order of business was breakfast preparation and it all needed to be completed by 0645 for the line to open. After breakfast Garry and his fellow FSs had a short break and then spent the rest of the morning prepping for lunch at 1145. The galley was always under the watchful supervision of FSC Jose Castro-Pagan. The first shift wrapped up its work between 1230 and 1300 each day. The galley serves 118 crew members plus visitors and others.

Garry was part of the second shift coming on at 1300. They did the prep work for dinner and served the entire crew. After clean-up they secured the galley until about 2130 when they would return to prepare the baked goods for the next day. This included bread, as well as popular pies, cakes and cookies. This was a valuable learning experience for Garry who had not done much baking prior to this cruise.



FS1 takes lead in getting ready for breakfast.

In addition to baking duties the FSs working in the evening prepared the food for "midrats". This is a meal served to those working at night. The term "midrats" is short for midnight rations. It is similar to the buffet served on pleasure cruise lines at midnight, but without the ice carvings and flower arrangements. Generally 30 crewmembers and others are served midrats.

Food Was Exceptional

Meals were varied. Steaks, rib-eyes, round steak, filets, strip steaks, Alaskan crab claws, stone crab claws, and scallops were featured and favorite items. Fish, sometimes the Mahi-mahi caught off the fan-tail, was always popular with the crew. Chicken, pork tenderloins, short ribs, baby-back ribs and pork loins were some of the other entrée items served. Burgers were always requested and

on Burger Night your burger came with a fried egg cooked hard-over and carefully placed on top of the pattie.

Saturdays always brought Morale Night This is when the other departments would work in the galley to prep, cook and serve their choice of menu delights. Most common were pizza & hot wings. They would serve a special "GROG". Nobody really knew what was in it. This was a fun team building experience that helped build a closely knit group of shipmates. The officers, twelve in number, pitched in by doing their own specialties. XO Ursino knew his way around the galley and the Skipper was tops with chicken, mussels and scallops.

Daily Routine Set In Quickly, But Each Day Brought New Events

Each day at sea had the same general schedule. In off hours there were things to do. Doing laundry is important and is done by each crewmember. There are 5 washing machines and dryers available for that purpose. A gym is set-up in the Helo hanger with free-weights, a treadmill and other work-out equipment. Devine devotions were held on Sunday and Wednesday for officers and crew.

At various times there would be Fish Call. This would be a time to fish off the fantail for dinner. Mahi-mahi was a favorite catch. The cutter has a large outdoor grill and the Commanding Officer, Commander Jeffery Swanson, is a master at the grill.

Swim Call was the time for a dip in the warm seas of the Caribbean. Garry took the first plunge without looking over the side only to find that it was a 28-foot drop down to the water. Luckily he was able to get into a cross-arm, vertical entry position before hitting the water. No injury to Garry, except to the ego. Other times were spent with email, reading, watching the stars at night and TV via satellite.

Work outside the galley was also very intense and non-stop. Tampa has two patrol boats which can be lowered at a moment's notice to intercept drug runners and to load migrants. During the entire patrol they processed many migrants; usually about 30 at a time. Once on board, they were given white Tyvec suits, flip flops, a blanket and a few toiletries. They were served a basic diet. Their digestion systems are not used to the varied American diet. After each group of migrants was initially processed, the cutter then had to go into a port and board two public health officials for health screening, and one INS agent. Generally, the crew then loaded the migrants on to a smaller cutter to take them back to their home country.

Law Enforcement Operations Observed

While Garry and Ristich were on board, the Tampa intercepted two drug runners carrying large cargos of cocaine . The drugs were seized and confiscated. Garry and Ristich respected the boarding crews very much. The crews wore flak jackets, side arms, and carried M16's. When boarding a vessel, they never knew whether they were going to get a handshake or a bullet spray. They were very proud of what they did. Most of them worked out constantly and were in



Boarding team back from a completed assignment.

very good shape. They were ready for anything.

Don't Forget Your Ear Plugs

For armament, Tampa has one 76mm cannon in the forward part of the ship and two 50mm machine guns, one on either side. The 76mm cannon is mounted right below the bridge and Ristich was given permission to be on the bridge when it was being fired for training. It has a range of 6.5 miles and requires both ear plugs and ear muff protection. With ears still ringing, Ristich commented, "And



Gun mount fire suppression team ready to go to work.

really, that is not enough. IT IS LOUD!!"

Man Overboard Drills Differ Slightly

They had a Man Overboard Drill just like the Auxiliary has during our crew patrols. They announce a man overboard on the loudspeaker and everyone does their assigned MOB duty. Ristich said that "my MOB duty and that of several other's was to go up to the helo deck and continuously point to the "man overboard" till the patrol boat was able to pick him up. Our flotilla MOB drills differ in one aspect. Each time we did a MOB drill, I noticed a person behind us with an M16. Later one night, after a drill, I asked him what his function was and he just said one word, "SHARKS".

Continued ...

Serious Sea Duty ...Continued

Well Deserved Port Calls and Liberty

After days at sea a port call and liberty is well deserved. Three port calls were made during the course of the deployment. They were Key West, San Juan and U.S. Naval Station, Guantanamo Bay Cuba (GTMO). The work schedule in the galley changed as many of the crewmembers left the ship for liberty ashore. Garry and Ristich split the time in the galley. About 30 crewmembers were served at each meal in port.

One day Garry led the crew on a picnic adventure in GTMO that ended on the pier alongside Tampa. The weather was very hot, but the beer was cold. In San Juan, Garry was met at the pier by his wife Phyllis of 49 years for an anniversary celebration and liberty.

But Did They Fit In?



Garry, a former professional boxer and referee, spent many hours in the gym to stay centered and to get ready for his next shift..

"I guess I'm getting old. Everyone was so young on board except my auxiliary mate Brian," mused Ristich. "Thankfully he is older than me so I wasn't the oldest person on board. All of the enlisted personnel were the ages of my grandchildren. 99% of the crew on board were very professional and treated Brian and myself with the utmost respect. One very gratifying thing to me was that whenever we had helicopter pilots and public health personnel aboard, they would see Brian and I serving in the galley and see that we were Auxiliarists. They all made very positive comments like: 'We love our Auxiliarists' or 'We couldn't do without our Auxiliarists'." "That always made us happy."

And Would They Do It Again?

Both said that they would do it again and were very grateful for the experience. Maybe not for two months? For their efforts on behalf of Tampa and the Cosast Guard, Ristich and Garry were awarded the Auxiliary Achievement Medal.



A crewmember gets the catch of the day and mahi-mahi is on the menu for dinner.



Grilled mahi, say no more.



Garry enjoys a few minutes of relaxation in the warm Caribbean sunshine.



Working outside of the galley, Ristich takes a LOP from Tampa.



USCGC Tampa (WMEC-902)



Commissioned on March 16, 1984
Famous Class

COMMANDING OFFICER: CDR Jeffrey Swanson
EXECUTIVE OFFICER: CDR Dan Ursino

Mission:

Patrols include Counter Drug Operations, Migrant Interdiction, Homeland Security and Fisheries Enforcement.

Characteristics:

Cutters in Class: 13
Cutters Active: 13
Built: 1979-1989
Displacement: 1,800 long tons (1,829 t)
Length: 270 ft (82 m)
Beam: 38 ft (12 m)
Draft: 14 ft 5 in (4.39 m)
Installed power: 2 × Caterpillar V12 diesel generators
Propulsion:
2 × turbo-charged ALCO V-18 diesel engines
2 × 9-foot-diameter (2.7 m) controllable pitch propellers
Speed: 19.5 knots (36.1 km/h; 22.4 mph)
Range: 9,900 nmi (18,300 km; 11,400 mi)
Complement: 100 (14 officers, 86 enlisted)
Sensors and processing systems: FCS MK 92 Mod 1
Armament:
1 × OTO Melara Mark 75 76 mm/62 caliber naval gun
2 × .50 caliber (12.7 mm) machine guns
Aviation facilities : Helipad



Gold Side, Silver Side, Side By Side

Andrew Rupp Earns Food Service Specialist of the Year Award

May, 2015 - Petty Officer 1st Class Andrew Rupp of the Coast Guard Cutter Gasconade won the 2014 Food Service Specialist of the Year Award (FSOY). As the only FS aboard the Gasconade, Rupp went above and beyond what was expected of him. Due to his personal commitment to the wellness of his shipmates and superior knowledge of nutrition, Rupp was instrumental in keeping the crew healthy and ready to work. He sought guidance from a registered dietician, who reviewed the unit's menus and provided advice on how to improve the nutritional balance of the meals he prepared. Rupp plays a key role in the ship's continued operational success. The crew performs arduous physical labor from sunrise to sunset, and the meals he provides are not only a major morale booster for the crew, but it also provides them with the subsistence they need to perform at high levels with minimal breaks. "You got to have the nutrition with the new weight standards," said Rupp. "The crew feels better and works better with a healthy plate of food. It enables them to be able to get back out and do their job."



Petty Officer 1st Class Andrew Rupp, (center) of the Coast Guard Cutter Gasconade is the Coast Guard's Food Service Specialist of the Year. U.S. Coast Guard photo.

Story by PA3 Ryan Tippets



Award Program Recognizes Excellence in Food Service

The Rednour Awards for Coast Guard Excellence in Food Service and Food Service Specialist of the Year Award (FSOY) are presented annually and are designed to recognize those units and individuals who consistently epitomize the best in food service professionalism.

The award program is named the Forrest O. Rednour Memorial Award Program for Excellence in Food Service (Rednour Award) in honor of Ships Cook Second Class (SC2) Forrest O. Rednour. SC2 Rednour received the Navy and Marine Corps Medal for heroic action in 1943 for his role in rescuing survivors from a torpedoed Army transport ship, and lost his life in the line of duty aboard USCGC ESCANABA when she was sunk by an explosion. Units are evaluated in the following areas:

- Paperwork administration
- Menu planning and food preparation
- Food presentation, serving and food acceptability
- Food conservation, sanitation and safety
- Purchasing, receiving and storage
- Supervision and training
- Health Promotion Initiatives
- Command attention and relations in food service
- Food service innovation

Cooking Lingo

feuillitage		A. apple
barigoule		B. asparagus
croquembouche		C. tool
au jus		D. milk
asperge		E. cream puffs
aperitif		F. artichokes
batarde		G. flakey
mandoline		H. drink before
café au lait		I. juices
pomme		J. bread

An Ode to

DONUTS

Most people in the world are familiar with donuts. A large percentage of those who know about donuts also like them and eat them regularly. Donuts are generally a piece of dough deep fried in lard, vegetable oil or a special frying oil blend. The dough is generally one of two major types. The first type of dough is a yeast-raised. This dough produces a light airy donut when fried. The second type of dough is made with a chemical leavening agent known as baking powder. These donuts are generally more cake-like and somewhat dense. Each type of donut has its followers and many like both kinds equally well.

The most common donut shape is the ring. It may have a hole in it. The round cut-out may also be fried as a secondary treat. Square donuts are often filled with jelly, jam, chocolate, Bavarian cream, key lime, custard or another sweet filling. Not all famous donuts are filled. Small square donuts known as beignets are very popular in New Orleans and put the Café Du Monde on the travel agenda of most NOLA visitors.

The donut toppings is a long list. Powdered sugar and cinnamon-sugar are the most common toppings. Glazes may be made of sour cream, chocolate, powdered sugar, maple syrup and on and on. Add a dry topping like peanuts, coconut and sprinkles and you've got something.



Many countries of the world have their own special donuts. In India fried, ring-shaped snacks are called vada and badushah. Israel has the sufganiyah and due to its frying in oil has become a Hanukkah food. The Philippines have a twisted donut called the shakoy. We can't forget Italy with the zeppole from Calabria and the bomboloni from Tuscany.

Continued on the next page.

An Ode to Donuts

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While most American donuts are made with wheat flour, donuts may also be made with rice flour, mashed potatoes, apple cider, sweet potato and chocolate chips. Savory donuts open up a whole other category with meat pie donuts in Finland and bacon topped maple donuts in the U.S.

You can buy a donut almost anywhere. From the convenience store down the street to the supermarket out on the expressway. Donuts are sold by the millions by large corporate chains like Dunkin' Donuts and Krispy Kreme. Donuts are sold in thousands of mom and pop donut shops around the world. One of these popular shops is The Donut Hut in Seagrove Beach, Florida. Some of its products are shown on these pages.

Donuts are used to celebrate birthdays, promotions and retirements. Donuts have been used to offer a small piece of home to soldiers and sailors returning from overseas. Donuts have been used to comfort the victims of storm and fire by the Red Cross and the Salvation Army. Donuts are made on the ships of the Navy and the cutters of the Coast Guard to feed hard working crews.

Donuts are known to the world and in the U.S. even the word has two spellings; donut and doughnut. So this is my ode to the small package of goodness that most of us crave. The simple, yet satisfying, donut.



Story and photos by Don Hunt, AuxFS

