



United States Coast Guard Auxiliary
Seventh District

D7 AuxFS



eNewsletter - Winter 2016

Sea Duty Brings Thrills and Chills To Crystal River AuxFS

On January 4, 2016 Auxiliarist Vincent Maida of Flotilla 070-15-1 in Crystal River, FL began 36 consecutive days of service aboard USCGC Diligence.

Story by Vincent Maida.

I never served in the military and always felt that I owed a debt to my country and the men and women who have and now serve. I first joined the Auxiliary to fulfill that debt in a small way. I had been an Auxiliarist for almost six years and an AUXFS for three years before I finally got my chance to serve aboard an active duty CG Cutter. I volunteered several other times, but either the timing was not right or someone else had volunteered before me.

I got my chance by volunteering to serve aboard the USCGC DILIGENCE. They flew me out of Gainesville, FL to Wilmington, N.C, DILIGENCE's homeport on January 4, 2016. FSC Mike Pederson picked me up at Wilmington's airport and checked me in aboard the 210ft cutter. After Peterson gave me a tour of the ship, I went to a local supermarket with he and FS2 Christopher Vitale to pick up some small items that would not be delivered with the main stores the following day.

The second day in port, January 5th, also happened to be my birthday. I rose about 0530 and helped out cooking breakfast. Around midday the rest of the crew started showing up to come aboard and not long after a big delivery of \$45,000 worth of stores also showed up. It took almost 2 hours to load it aboard. Many of the boxes were very heavy and needless to say my back was a little sore after that. In the afternoon, the CO CDR Justin M. Carter introduced me to the whole crew along with wishing me a *Happy Birthday*.

Continued on next page.



Sea Duty Continued

On January 6th we left port and headed off for the coast of Virginia where we conducted aviation training with Coast Guard helicopters the next day. They practiced landing and taking off from our flight deck. After the training FSC Pederson asked me if I would like to move my berthing from the Engineering Section, which I shared with over 20 crew members, to the chief's berthing where I would share a room with three chiefs. I did not hesitate replying "yes chief and thank you".

We then headed for the Straits of Florida to conduct Migrant Operations, where we would intercept and detain migrants attempting to cross the straits between Cuba and Florida to reach U.S. shores. Most of my duties were assisting and preparing lunch and dinner every day. I would usually get to the galley around 0800hrs, have some breakfast, then start prepping the salad bar. I quickly became in charge of the salad bar, creating many salad dishes with the leftovers from the previous day which turned out to be chicken at least half of the time. When I mentioned to the CO that we served a lot of chicken, he jokingly replied, "don't you know that "WMEC" means – We Must Eat Chicken".

My work day would end around 1800hrs after assisting with the cleaning of the galley after dinner. The meals varied from day to day, Italian, Mexican, good old BBQ, steaks, ribs and even King Crab legs one day and, yes, lots of chicken. Every Saturday night was morale night and a different section of the crew would prepare dinner. The first Saturday it was the officers who made *stromboli*. The second Saturday it was the chiefs, which included FSC Pederson who knew his way around the galley quite well. The third Saturday it was the 1st class petty officers and then the following Saturday the 2nd class petty officers, which also included myself, FS2 Billy Shuck and FS2 Chris Vitale. The crew voted our meal the best. There were many days that the crew were allowed to fish off the fantail, most of the catch was Mahi-Mahi.



Maida preparing rice for the noon meal.



A small mountain of ground beef is required for the baked ziti dinner.



I was at sea for 36 days and out of all those days we had only about 5 days of calm seas. Several days the waves got close to 10 feet. Chief Pederson kept checking on me to make sure I was OK and I told him that I had never been sea sick. It did, however, have a big effect on our cooking. It seemed that every time we pulled a hot pan out of the oven the ship would come around into the wind and would start rocking and rolling while we were trying to hold on to the hot pan. Our comment would always be the same "hey who the heck is steering this ship?". That was always good for a couple of laughs.

Most of the days consisted of tracking and interdicting migrants and either transferring them to or from another cutter. The crew would have to lower the small rigid hull inflatables to transfer them, sometimes in high seas. We provided two meals a day to migrants and at times we would have close to 80 aboard. One day we did SAR training with an Air Force C-130. We would drop dye markers and flares in the water and the C-130 would drop a SAR training emergency package as close to the markers as possible. The C-130 did several flyovers that were very accurate. A crew in our rigid hull inflatable would then retrieve the package.

Chief Pederson asked me early in the cruise if there was anything that I would like to do besides cook and I replied I would like to get a ride in the rigid hull inflatable. He said he would see what he could do. A few nights later we had to transfer some personnel back to Key West aboard the inflatable and I was asked if I would like to go along. It was about a 45 minute ride each way, in the dark, in rough seas, what a blast. I was soaking wet by the time I got back even though I was wearing full foul weather gear. It was a great experience and I was able to check off another item on my bucket list.



Sea Duty continued.

After two and half weeks at sea we put in at Key West for liberty. It was now Sunday, January 24th. One cook had to stay on board to cook breakfast, lunch and dinner for the crew who stood on watch. I told FS2 Shuck and Vitale I would cover Monday so they both could stay out late and have a good time Sunday night. Unfortunately for both of them, early Monday morning around 0700 while I was preparing breakfast a big truck delivering more stores showed up. I had to rouse them out of their bunks along with the crew on watch to on load the stores. Luckily I was cooking so I was excused from helping.



The ride back to dry land, Key West and the trip home.

Every night several of the crew who were not on watch or not sleeping would gather in the mess to play video or card games. Both FS2's like to play Spades and after a couple a days I learned how to play, after that I was hooked. Almost every night one of the crew would always ask me to play Spades. Every Tuesday night there was a Trivia Contest. Four man teams were created and competed against each other in six different categories. My team of course were the cooks, we called ourselves "Shake and Bake". Two of the categories were History and Capitals which I am very good at. By the second week, after acing the History category one of the crew members jokingly said my team had an unfair advantage since I had actually lived through most of that history.

Even though the crew was much younger than I, I bonded with many of them. I think part of it was because I listened to a lot of the same music they did and they thought I was younger than I am. I worked in the music industry for 28 years and part of my job was listening to all the new music that came out and I learned to appreciate all types of music. I would

also go along with a lot of the things they did. Most of them started growing moustaches once we got underway and so I grew one too. After a couple of weeks at sea many of the crew had their heads shaved by the IS2 so I had him cut my hair, I intended to get it buzzed but somehow I came out with it shaved. There's a first time for everything.

A Very Satisfying Conclusion to a Great Experience

February 8th, was my last day aboard Diligence. After lunch the CO called me in front of the crew and thanked me for my service, hard work and for volunteering to be away from my home and family for over 30 days. He also spoke about the Auxiliary and how important the Auxiliary is to the Coast Guard. He then presented me with the Auxiliary Achievement Medal. I was totally surprised. He also gave me a picture of the ship which he had signed and thanked me again. Chief Pederson then presented me with a plaque of the DILIGENCE that the crew signed. The plaque was inscribed saying "Thanks For Being A

Sea Duty continued.

Shipmate". I was choked up and it was hard for me to speak, but I told them that it was an awesome experience, that I would do it again and that I wished I was able to stay the whole two months. I also thanked the FS's for all that I learned from them. I thanked the whole crew for their service to their Country.

The 36 days aboard DILIGENCE was an amazing experience and I would not trade it for anything. I can't say enough about the crew. They treated me with total respect and made me feel like part of their family. If they ever need help again and I am available I would not hesitate to serve.



CDR Justin M. Carter and FSC Mike E. Pederson presenting Maida with the Coast Guard Auxiliary Achievement



Personal Biography—Vincent Maida

I was born in Brooklyn, NY and raised on Long Island, NY. I graduated from C.W. Post College, LIU with a BS in Accounting. Most of my career was at Columbia House Co., where I worked for over 25 years. When I first started at Columbia House we were a division within CBS Records, part of CBS Inc. CBS Records was sold to Sony and became Sony Music.

I started out at Columbia House as a royalty analyst and eventually worked my way up to the Director of the Royalty Accounting Department. It was a great job, even though it was number crunching. We were in charge of the royalties that were paid out to the artists and publishers (owners of the songs). I got to listen to music all day and met many singers and song writers in the Industry.

I joined the Auxiliary in 2010 as part of the Eaton's Neck Flotilla 1SR-22-1. I moved shortly after that to Dunnellon, FL where I transferred to 070-15-1, Crystal River Flotilla. I became crew and then coxswain qualified. I also became an AUXFS and cook regularly at Coast Guard Station Yankeetown.

I have been a NAUI certified scuba diver since 1982 and a NAUI Scuba Instructor since 2007. I certified several of the Coastguardsmen at CG Station Yankeetown as scuba divers and advanced scuba divers.



Gold Side, Silver Side, Side By Side

Auxiliarist Teaches FS Advanced Cake Decorating Technique

Story by Kim M. Davis

I want to share with the AuxFS community some teaching that I did at Station Sand Key with FS1 Lance Smaller, plus several onlookers. He has been wanting to do rolled fondant for a very long time. Fondant is an edible icing used to decorate or sculpt cakes and pastries. It does not have the texture of most icings; the texture is closer to stiff clay than it is to traditional soft icing. Commercial shelf-stable rolled fondant consists principally of sugar and hydrogenated oil. It is generally purchased in a plastic tub and rolled into sheets using a rolling pin and a lot of elbow grease.

I planned a medium-sized cake to get him started. The cake would be sculpted and decorated to look like a theatre popcorn bag brim filled with popcorn. I chose to make a red velvet cake. It's a tricky type of cake to ice because it's not a firm cake if properly made. So I baked it, cooled it completely, wrapped it (this is a trade secret I am giving you) and then crumb coated it. That term means a light frosting. I went a little heavy on the coating because I wanted it lumpy to look like a paper bag. Then I re-chilled it.

The next day I took it to the station for the magic. This cake was not for crew consumption; it was for teaching purposes. I knew it might get man-handled more than a cake decorated for serving to the crew.

Since the inspiration was a popcorn bag. We used Cracker Jacks as the popcorn because it added color. If I was to do this cake again, I would do it a little differently than FS1 did. I would add cupcakes around it and use (trade secret here) mini marshmallows either airbrushed or dusted with yellow on the top to create a look of mini popcorn servings. I might not use cracker jacks, although they do hold up well in the air. Dry popcorn can get soggy.

FS1 rolled, cut and applied the fondant. Once in place he carefully smoothed out the fondant for a finished appearance. Quickly the cake took on the red striped look of a popcorn bag.

Smaller then stepped back to admire his work and accept appreciation from the audience that assembled and from his teacher.

Terminology—Crumb Coating

Crumb coating is a thin layer of traditional soft icing roughly applied to a cake to keep the loose crumbs from falling off the cake during the final decoration. It also helps hold the rolled fondant in place once it is applied. The cake is often refrigerated or frozen after the crumb coat is on.



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Advanced Cake Decorating continued....



AuxFS Kim M. Davis, Instructor



FS1 Lance Smaller, Student



Gold Side, Silver Side, Side By Side

AuxFS Norm Campbell Recognized for Work at Station Tybee

At the Bluffton-Jasper Flotilla 10-01 Change of Watch on January 12, 2016, Bill Ballard-FC presented Norm Campbell, AuxFs with the annual "Hart Award" for his participation and support of the AuxFS program at the USCG Tybee Station.

Norm logged over 170+ cooking hours and 4100 miles (to/from Beaufort SC) providing backup support for the FS Team.



Norm Campbell(l) and Bill Ballard® at Change of Watch award ceremony.

Cooking Lingo

Cuisinier		A. deputy chef
Saucier		B. kitchen chef
Patissier		C. cook
Chef de cuisine		D. junior cook
Garde manger		E. sauté cook
Poissonnier		F. roast cook
Sous-chef		G. dishwasher
Commis		H. pastry cook
Plongeur		I. pantry supervisor
Rôtisseur		J. fish cook

AuxFS News Bites

Sanitation Workshop Required Annually for AuxFS Personnel

All AuxFS personnel must complete the on-line sanitation webinar. The webinars will be held every month on the 3rd Wednesday at 6:30 ET.

A new registration link will be sent out each month. After registering, you will receive a confirmation email containing information about joining the webinar.

Handouts will be sent out the morning of the webinar to those who have registered.

Status of AuxFS Program Will Change Soon

By Paulett Parent, AuxFS

During the NEXCOM meeting at NTRAIN in St. Louis, the National Board voted in favor (unanimously) to establish the AUXFS program as a unit within the Logistics Department. This means that AUXFS Program will no longer be under HR. There will be SO and FSO positions in the divisions along with a DSO in the districts.

Obviously this is a huge milestone in the AUXFS program. I want to thank each and every one of you for making AUXFS such an outstanding program. Without your service at the CG Stations, Sectors and aboard CG Cutters I doubt we would have achieved this level of recognition. It has been just 6 years since the establishment of the program by National and here we are a very active part of the Coast Guard's most important "bench strength".

Of course, there will be a visual form of recognition for AUXFS which means that a ribbon will be designed and awarded to all qualified AUXFSs. This is what we have been waiting for and I couldn't be more excited. There is no doubt that the program will expand beyond imagination and the Auxiliary will be augmenting their support of the Coast Guard in one of the most important morale and wellbeing areas - food.

Even though the NEXCOM has approved this change there still needs to be approval from CHDIRAUX/BSX. That is where the funding will figure in. Therefore, we are all waiting to hear officially the final decision. When that happens, an announcement will come from the National Commodore.

You are required to complete the Mandated Training before you can assist at a CG unit as of January 1, 2016 Past Due

Gold Side, Silver Side, Side By Side



Station Miami Beach Hosts NYPD VIPs

At the request of LCDR Michael Cortese, Commanding Officer STAMB, Division 6 AuxFS personnel prepared a barbecue for approximately 40 station personnel and VIP's from the New York City Fire Department.

Providing assistance were Michael Leslie and VDCDR Ed Dickson.

The AuxFSs participating in the barbeque preparation and service were Mike Leslie and Al Juliachs.



Gold Side, Silver Side, Side By Side

FAT Tuesday Menu at Station Sand Key

By Kim Davis, AuxFS

In honor of Mardi Gras and/or Fat Tuesday, Station Sand Key was treated to a Cajun style shin-dig. After much discussion with a very enthusiastic crew, the menu was set for a shrimp boil Fat Tuesday kind of menu. FS1 Smaller, FS2 Stanford, Kim Davis AUXFS and Brian Garry AUXFS were involved in the preparations of the meal.

The team served an authentic meal full of flavor and spices you would enjoy in New Orleans, LA. The first dish prepared was the Jambalaya. As an added bonus Kim added Sriracha chicken sausage as well as traditional andouille sausage and chicken.

Once that was on point, Kim began the Shrimp Boil. The cast of characters for the shrimp boil were: crawfish, shrimp, mussels, andouille sausage, clams, red potatoes, corn on the cob, okra, and a special seasoning that made it blend nicely. In addition to those dishes, they prepared authentic Etouffee over rice and "Shrimp and Grits" for the non-crawfish eating diners.

