

Breeze

FALL 2015

The Official Newsletter of District 7 • United States Coast Guard Auxiliary



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Articles ...

- Commodore's Message
- What's in it for Me???
- From the Editor



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Articles ...

- AUXAIR at DTRAIN 2015
- AUXAIR COIN
- First Auxiliary on the Gulf Coast Turns 75 (Second Installment)



YOU AND THE AUXILIARY

Articles ...

- L2 Auxiliary Leadership Link, Monitoring Auxiliary Mandated Training, Monthly Reports Now Online



FEATURED ARTICLES

Articles ...

- USCG History - The BEAR Facts
- Grinning and "BEARing" It
- Coast Guard Commemorative Stamp Now on Sale at Post Offices



TEAM COAST GUARD

Articles ...

- America's Waterway Watch
- What is the origin of the saying "You have to go out, but you don't have to come back"?
- Disney Releases Trailer for Coast Guard Drama ...and more





**Breeze is the official publication of
the United States Coast Guard
Auxiliary 7th District**

UNITED STATES COAST GUARD

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BREEZE is the official publication of the U.S. Coast Guard Auxiliary 7th District and is intended as a publication to keep the membership apprised of the activities of the Auxiliary. All articles and photographs submitted must be consistent with the policies of the Coast Guard and the Auxiliary and may not be returned. Electronic submissions are encouraged.

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Senior Editor: **John L. Quinn**

Layout: **Billy J. Ferguson**

Breeze

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Other

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Robert Weskerna
District Commodore



Your Concern, A Friend Lost, D-Train, and Will Rogers

Your Concern

I wish to thank our many Auxiliary friends for their concern about our safety during the historic rains that hit South Carolina in early October. Yes, we live just a few minutes north of Charleston, S.C., which experienced about 26 inches of rain over a three-day period—the Rain Bomb. We were told that about 3.2 billion gallons of water fell on Charleston alone from this

freak storm. Jackie and I were fine, but I hear that two of our Auxiliary families in the Georgetown, S.C., area were not as lucky. The Coast Guard is aware of this situation.

Philip Merrill

Just before D-Train in September, I learned that Philip Merrill, Flotilla 98 Charlotte Harbor, had crossed the bar. In his capacity as Chief of Prevention, Philip managed

to touch the lives of many here in D7, and mine in particular. In my memory, I will think of Philip as “one of the most unforgettable characters I’ve ever met,” and I mean that in the most positive of ways. I can still hear him say, “Bob, you’ve got to know your members!” That meant, to Philip, know the name of the spouse of whomever you were calling on

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FROM THE BRIDGE

the phone, and what that person was interested in, etc., etc. Jackie and I look forward to joining the members of FL 98 in early December for their C.O.W. and the celebration of Philip's life.

D-Train 2015

I sincerely hope that those of you who managed to attend our 2015 Board Meeting and Training Conference had a positive experience. I thank Carolyn Hooley, her staff, the instructors, board members, and everyone who helped make this a success for the members. This includes Auxiliarists, civilians, and active duty. My favorite memory will be the smiles on the faces of those during Fun Night, where we danced and listened to the 16-piece band (including two vocalists).

Challenges Ahead

We are in the season of choosing our leaders for 2016 as I write this. We will have a few changes in district staff as

well. Thank you, all of you, who have served or will serve. As I see it, we are entering a time of uncertainty for some of our programs, and new opportunities to serve in others. Whatever happens, as Will Rogers said, "Don't let yesterday use up too much of today."

I look forward to seeing many of you on the Change of Watch circuit. Have a great holiday season!



DTRAIN 2015 Color Guard. (Auxiliary photo by Nan Ellen Fuller, Flotilla 22)



DTRAIN 2015 Introductions and Presentations; COMO Weskerna (right). (Auxiliary photo by Nan Ellen Fuller, Flotilla 22)





What's in it for Me???

...I admit it. I joined the Auxiliary because my husband, John, wanted to find a worthwhile way to “give back.” He had a Captain’s license with 30 years of boating and blue water sailing experience, so the Coast Guard Auxiliary was a natural for him. In the beginning, I felt the flotilla leaders were speaking in a foreign tongue (all those acronyms), and wondered how I was going to find a purpose. Lucky us! We had the good fortune of having the

Judith L. Hudson

District Chief of Staff (DCOS)

absolute best mentor possible, Jim Shea. He introduced us to officers and trainers, assisted us in getting our uniforms, and guided us through the certification process to achieve Boat Crew in the first six months. With Jim’s leadership, I soon became immersed in the Auxiliary, finding multiple ways to contribute.

However, because the Auxiliary is not a perfect organization (nonexistent), over the long term, we sometimes get discouraged with all the requirements, policies, and decisions that appear to be made with questionable logic. Add that the systems and processes aren’t always as responsive as they could be, and that other members may not agree with us all the time. This year has been particularly full of change, and that may seem difficult to accept. Instead of dwelling on all that doesn’t please us, let’s take a minute to review some of the *benefits* we have at our disposal

every day in the U.S. Coast Guard Auxiliary, and *only* in the U.S. Coast Guard Auxiliary.

All of us are really on an adventure. No matter what missions we choose to participate in, we must admit that we are having new experiences. We are learning, growing, and having memorable moments through participation in search and rescues, vessel safety checks, program visitations, public education, Sea Partners missions and pollution investigations, flying first light missions, and conducting public affairs events and projects – just to name a few. No mission day is ever the same as any other. That’s great, isn’t it?! No boredom here!

Think about all the free education and training we receive! Our manuals, materials, courses and instructors are some of the best anywhere, and there are no fees

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FROM THE BRIDGE

or tuition, books to buy, or loans to pay back! These courses and certifications look good on a resume, too, don't they?

We have purpose in life! We are supporting the U.S. Coast Guard – the most respected and admired military branch in the U.S. The public perceives us as having their best interests at heart because they see us in times of emergencies saving lives and property. They learn about boating safely from us during a vessel safety check, a program visitation, and our public education courses, and they get practical answers from us at boating safety event booths.

What about all those friends you now have that you didn't know until you joined the Auxiliary, and how many good times you have had and continue to have with them?

Then, there are the benefits of having access to the Base exchanges, being able to apply for mutual assistance, being covered for liability while under orders, having retail store discounts, participating in the Coast Guard Auxiliary Association national discount program (<http://cgauxa.org>), obtaining financial assistance through Pen Federal Credit Union (<https://www.penfed.org>), getting entertainment park discounts, etc., etc.

The increased training and requirements that continue to come our way are developed and implemented for our own safety and welfare. If you look at the courses included in the Mandated Training, most of these courses are valuable to us in our work and personal lives too. So, take advantage and really learn

the content. It is another significant benefit to us!

All of this is a lot of *What's in it for me*, isn't it! So, thanks for smiling, and thanks for contributing!

Judith Hudson, DCOS-7



DTRAIN 2015 - with guest speaker Major Richard Moore, Florida Fish & Wildlife (center); COMO Weskerna (left); Judith Hudson, DCOS-7 (right). Major Moore is the new Chairman of the National Safe Boating Council (Auxiliary photo by Nan Ellen Fuller, Flotilla 22)





Stephen Ellerin, DSO-PB
National Director for Recreational Boating
Safety – Outreach (Director-B)

As I write this, most of us are just unpacking from another successful district training conference (DTRAIN) in Orlando. We are also looking to the future. And looking ahead, it's time for me to step aside as editor of the *Breeze*. On our watch we guided the *Breeze* from its print-based heritage to perhaps the cutting edge of the Auxiliary's electronic newsletters – and that's

(DSO-PB)

District Staff Officer of Publications

our future. You have stayed with us as we transitioned our look from that print-based heritage into a format that we hope you will find more entertaining and useful as you increasingly turn to electronic devices - from computers, to tablets, to your cell phones - to read it. Some of us are old enough to remember Marshall McLuhan saying that the medium is, to some extent, part of the message.

Recently, I've been asked by our National Executive Committee to step up to the position of National Director for Recreational Boating Safety – Outreach (Director-B). Since this position will more than fill my available time, reluctantly, I must step down as editor of the *Breeze*. Accordingly, this will be my last column for the foreseeable future. Our current issue has been prepared primarily by John Quinn, who has been our Senior Editor for the past year. John will serve as Acting Editor until an official

appointment is made. We know that the helm is in capable hands.

Thank you for your letters, your support, and your encouragement over the past several years. For now, let me wish you “good sailing, and safe sailing”.



John L. Quinn, Senior Editor, the *Breeze*
USCG Pipe Band Director, Piper, QM

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FROM THE BRIDGE

As noted previously, the U.S. public regards the Coast Guard higher than any other branch of the military, and the Auxiliary is a proud member of Team Coast Guard. As such, we are committed to striving for excellence in everything we do.

That includes our flotilla, division, and district newsletters. In our Summer issue, we recognized these winners of the District 7 Publications Contest for exemplifying high standards for newsletters:

Best Flotilla Newsletter: *Channel Marker*, Flotilla: 11-1, Editor: Leslie Long; Best Division Newsletter: *The*

All flotilla and division newsletters have a required “chain of distribution”; for example, flotilla staff officers should include their division staff officer for publications (SO-PB), and regional assistant district staff officer (ADSO-PB) on their distribution list. All SO-PBs should include their regional ADSO and the DSO-PB. All newsletter distribution lists are welcome to include the DSO-PB.

Flasher, Division 5, Editor: Darrel Graziani, (Flotilla 59); Special Recognition Flotilla Newsletter: *Seven Niner*, Flotilla: 79, Editor: Dottie Riley; and Special Recognition Division Newsletter: *Intercom*, Editor: Dottie Riley (Flotilla 79).

We are now very pleased to follow up with the winners of the District 7 Photography Contest, who similarly have set a bar quite high for the rest of us:

- **Best in District Photograph:**

Jodi Simon, FSO-PB

- **Best Photograph Team Coast Guard:**

Bruce Donegan, Flotilla 85

- **Best Photograph Operations:**

Diane Berman, DCDR, Div. 15, D7

We congratulate the winners and encourage all to compete in next year’s contest.

Respectfully and sincerely,

Stephen Ellerin
DSO-PB



Many have contributed to the current layout of the *Breeze*. However, final credit for our new “look” goes to Zarela Velasquez Graves, Flotilla 96 (Ft. Myers, Fla.), for pulling it all together and making it work so well. Thanks Zarela—we wouldn’t be “here” without your talents.

Additional thanks go to Billy Ferguson (ADSO-CS-N, D7; SO-PB, Div2, D7), for his invaluable assistance with the Fall Issue using the tools that Zarela so graciously shared with him.



Best in District Photograph



CRYSTAL RIVER, Fla. - USCG Auxiliary member Linda Jones, District 15 Events Coordinator attended the annual Memorial Day ceremony held at the USCG Douglas Munroe Monument. The ceremony was to remember and honor those who made the ultimate sacrifice (Auxiliary Photo by Jodi Simon, FSO-PB)



Best Team Coast Guard



Auxiliarist Roman Gzyl from Flotilla 070-08-06 waiting for CG vessel from Station Cortez to conduct a stern tow with AUXFAC *Waterfront II* in Sarasota Bay. (Auxiliary Photo by Bruce Donegan, Flotilla 85)



FROM THE BRIDGE

Best Photograph Operations



CRYSTAL RIVER, Fla. - Andy Render, DIR-Vd and VCDR, Division 15, District 7, waiting on Auxiliary facility, *Gasman II*, for stern-tow exercises to commence with members of USCG Station Yankeetown in Crystal River, Florida. (Auxiliary Photo by Diane Berman, DCDR, Division 15, D7)





Ellerin New Director of Recreational Boating Safety Outreach

By John L. Quinn, Acting Editor of The Breeze

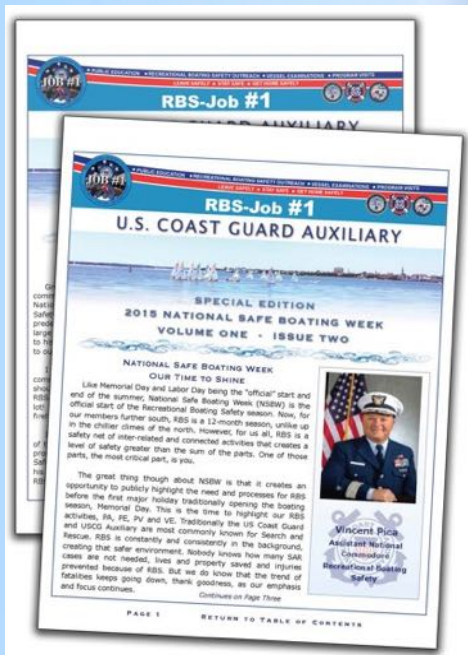
The *Breeze's* very own, Editor Stephen Ellerin, has been named the Director of the Recreational Boating Safety Outreach-Directorate, reporting to Assistant National

Commodore Bob Shafer. It comes as no surprise that his efforts are supported by another very fine publication, *RBS-Job #1*, the Auxiliary's new eNewsletter for Recreational Boating Safety. *RBS-Job #1* consolidates all former RBS publications - *For Safety's Sake*, *Waypoints* and *EdVantage*, and *WAVES* (Watercraft and Vessel Safety) formerly produced separately by the RBS Outreach, Public Education and Vessel Examination and Partner Visitation Directorates.

Articles in this newsletter provide boating safety outreach information for Division and Flotilla Public Education officers and instructors; for Vessel Examiners and Program Visitors; and all Auxiliarists interested in Recreational Boating Safety (RBS). Articles also share activities from our RBS partners (think "force multipliers") as reported from the annual International Boating and Water

Safety Summit (that's the "big tent" of RBS).

Has your flotilla done something recently that all RBS Auxiliarists should know about? Take a photo (your cell phone can take great pictures) and submit an article on any RBS topic for consideration. Please send your articles and photos (stand-alone photos are also welcome) to our Documents Branch Chief, Mel Borofsky at melborofsky@comcast.net.



RBS-Job #1, Special Edition, 2015 National Safe Boating Week. Click [here](#) to view.



Stephen Ellerin, Director of RBS Outreach-Directorate.



FROM THE BRIDGE

Do you have any questions, comments, articles, photos, or anything that you would like to submit for publication?



Send comments and submissions to the Editor (DSO-Publications) at:
editor.uscgaux.d7.breeze@gmail.com.

Are you proud of something that your flotilla or division recently did? Snap the photo, write the article (or ask for help from one of our editors) and send it to us.

The Breeze articles and photos may be reprinted with credit to *Breeze* and the author. We encourage division, flotilla, and outside publications to do so.

District 7 Has Three Membership Magazines:

The Breeze Carries full-featured articles of interest to our members

AUXFS D7 Edited by Paulette Parent (DCAPT-W); and Don Hunt (FSO-MA Flotilla 29, AUXFS)

D7 Connection Features articles about our members. Edited by Angela Pomaro (HSO-HR)

Paulette Parent, DC-W,
Aux-FS D7 Co-Editor



Don Hunt, FSO-MA, Flotilla 29,
AUXFS D7 Co-Editor



Angela Pomaro,
DSO-HR
D7 Connection,
Editor



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DISTRICT 7 IN ACTION

AUXAIR at DTRAIN 2015



ORLANDO, Fla. – Chuck Fischer, Assistant District Staff Officer, aviation standards, updates Auxiliary aviators on safety and effectiveness programs at the 2015 DTRAIN conference. DTRAIN has become the destination venue for a unified forum for the aviators. It provides fellowship and training while allowing the “Best Practices” of each air station to be shared on a person-to-person level. (Auxiliary photo by Robert A. Fabich, Sr.)



DISTRICT 7 IN ACTION

ORLANDO, Fla. – Dean Dickinson, Flotilla 11-10, stands proud as Commodore Mark Simoni, National Commodore, pins the Auxiliary Aviation Aircraft Commander Wings. Mr. Dickinson recently qualified as an Auxiliary aviation aircraft commander as a pilot with the District's aviation program. Commodore Simoni presented the honors while attending the District Aviation Board meeting held during DTRAIN 2015. (Auxiliary photo by Robert A. Fabich, Sr.)



DISTRICT 7 IN ACTION

AUXAIR COIN



AUXAIR Coin Front



AUXAIR Coin Back



First Coast Guard Auxiliary Flotilla on Florida's Gulf Coast Turns 75

St. Petersburg Unit Formed
During Threat of World War

*By Dick Risk, Publications Staff
Officer, Flotilla 72*

ST. PETERSBURG, Fla. –

[This article is continued from the summer issue of the *Breeze*. In The first installment Mr. Risk informed us that Flotilla 72, the oldest unit on Florida's Gulf Coast, is quietly celebrating its 75th anniversary this year. He described its formation in 1940 by a group of St. Petersburg yachtsmen under the Coast Guard Reserve Act of 1939, in the shadow of war raging in Europe. In this final installment, he begins by describing Flotilla 72's important role in the early days of our nation's entry into World War II and traces its colorful history to the present day – Ed.]

Peril on the Seas

During the Great Depression, in 1934-35, the Public Works Administration had constructed what would become Coast Guard Air Station



St. Petersburg, in the southeast corner of Albert Whitted Airport, just south of downtown. Immediately after the Japanese attack on Pearl Harbor, which brought the U.S. into World War II, the local Auxiliary units were pressed into service by the Coast Guard to patrol the bays and inlets 24 hours a day, using their own vessels. When operating under orders, privately owned vessels become facilities of the Coast Guard. A document in Flotilla 72's archives says that these vessels "were used to ferry supplies and men, and other duties assigned by the Coast Guard. They were frequently used to transport men and materials to and from Havana. This was especially dangerous duty due to the German U-boat activity in the Straits of Florida."

"During the first years of World War II the aircraft at the Saint Petersburg air station were part of a valiant but inadequate deterrent to the German submarine campaign. The Coast Guard aircraft were not designed for combat and initially had to be jury rigged in order to carry depth charges. U.S. naval anti-submarine capabilities left a lot to be desired in both tactics and numbers," according to the Air Station Clearwater website. "During 1942 and part of 1943 the German submarines raised havoc on the east coast of the United States and concentrated on merchant shipping in and out of the Gulf ports of Houston, New Orleans and Tampa. By mid-1942 Coast Guard air stations were equipped with aircraft designed for submarine patrol duty and were supplemented by other units. Coast Guard aircraft rescued and directed surface assistance to numerous seaman from torpedoed vessels during this period. By the end of 1943 the submarine menace had abated. Patrols continued but the primary mission had shifted back to search and rescue operations." In addition to Coast Guard flight operations during World War II, Albert Whitted Airport was used as a primary flight training base for hundreds of student naval aviators for the U.S. Navy and U.S. Marine Corps".





LT Henry M. Amsler, TR, Auxiliary division captain, administers the induction oath to 21 new members of Flotilla 2-4, the predecessor of Flotilla 72, at the St. Petersburg Armory, during World War II. The men had completed boot training and passed their entrance examinations before being given the oath. The *St. Petersburg Times* reported, "After further study and indoctrination, they will be inducted into the temporary reserve of the Coast Guard and assigned to active duty under orders from the Captain of the Port, Tampa area, as part time voluntary workers, performing such duties as inshore and harbor patrol, vessel inspection, and varied other duties normally assigned to regular Coast Guard personnel." (Undated *St. Petersburg Times* photo by Hull, Flotilla 72 archives)

On April 10, 1944, Flotilla 2-4 was tasked by the Coast Guard to replace the sentries at the gates to the air station,

around the clock, on a permanent basis for the duration of the war. This was to release regular Coast Guard personnel for sea duty or for more important assignments, according to the *St. Petersburg Times*. "These men, when on duties assigned by the Coast Guard, are in the regular service as reservists (temporary), with the same status as members of the regular Coast Guard, while on the same assignments," reported The *St. Petersburg Independent* newspaper. Flotilla 2-4 had recently completed a year of service patrolling the Gulf.

The Auxiliary's official history describes the U-boat menace:

Early in 1942, five German U-boats had arrived off the east coast of the United



States, inaugurating the heartbreaking season known as "Bloody Winter." The Navy and Coast Guard, woefully short of escort vessels with the necessary anti-submarine weaponry, could do scarcely anything to keep the U-boats from running amok in the shipping lanes. In desperation, the Navy ordered the acquisition of "the maximum practical number of civilian craft in any way capable of going to sea in good weather



In this 1955 aerial photo, personnel and planes, of U.S. Coast Guard Air Station St. Petersburg stand ready to provide search and rescue services. They provide protection to shipping and small craft in offshore and inland waters of the southeastern United States. Flotilla 72 was headquartered across Bayboro Harbor at the station's south mooring. Its members and vessels assisted in search and rescue. (St. Petersburg *Times* photograph by Johnnie Evans)

DISTRICT 7 IN ACTION



Coast Guard planes fly over Air Station St. Petersburg, located in the southeast corner of Albert Whitted Airport, in this 1937 photo. During the first months after the U.S. entered World War II, aircraft based here were directed to deter the German U-boat menace along Florida's Gulf Coast, although the assigned aircraft were not designed for combat. By mid-1942, Coast Guard air stations received aircraft designed for submarine patrol duty. Auxiliary vessels complemented aerial surveillance by patrolling bays and inlets. (Coast Guard photo archives)

for a period of at least 48 hours...to be manned by the Coast Guard as an expansion of the Coast Guard Reserve...and operated along the 50-fathom curve of the Atlantic and Gulf Coasts." Motorboats and sailing yachts, with numbers preceded by "CGR" painted on their bows and depth charges stowed awkwardly on

their decks, began appearing on patrol stations all along the coasts. Many were donated by temporary members of the Reserve, or bought outright by the Coast Guard. Others were owned and manned by Auxiliarists. Known variously as "the Putt-Putt Navy," "the Splinter Fleet," and "the Corsair Fleet," they made up much of the American response to the U-boat threat in coastal waters during the early months of the war. As newly-constructed warships took over the load, the Coast Guard abandoned the concept. None of the 2,000 CGR craft ever sank a submarine, but they rescued several hundred survivors of torpedoed merchant ships and may have driven some U-boats away from tempting cruising grounds.

Perhaps the Auxiliary's most important contribution to the war effort came in the form of the Volunteer Port Security Force. An executive order of February 1942 directed the Secretary of the Navy to take the necessary steps to prevent "sabotage and subversive activities" on the nation's waterfronts. The task of protecting the hundreds of warehouses, piers, and other facilities that kept the American shipping industry in business fell to the Coast Guard, which in turn

delegated it to the Reserve and the Auxiliary.

According to a post-war report titled "The Coast Guard at War, Auxiliary XIX," prepared at Coast Guard headquarters, dated May 1, 1948, the work of the Auxiliary in Florida waters was described by a local historian as "not always efficient, but usually steady and reliable and willing to fight with whatever they had, on a battlefield as grim as any faced by our forces overseas, the Coast Guard Auxiliary in the Seventh [District] provided the men and boats and guts needed to do the job. No one could ask more. The Florida coast men were almost amphibious by nature, most owning boats of one sort or another, and all could offer invaluable knowledge of the intricate chain of keys and the countless hiding places for enemy submarines."

Transition to a Peacetime Role

By 1945, the Auxiliary membership was 67,533. Some 53,214 men and women, many of them Auxiliarists, were temporary Reservists. At the end of the war, TRs were "honorably disenrolled." Many remained in the Auxiliary. Neither group received veterans' benefits. TRs were awarded the Victory Medal; Auxiliarists who had



DISTRICT 7 IN ACTION

not joined the Reserve received only the thanks of Commandant Admiral Russell Waesche in a blanket message. The Coast Guard was returned from the Navy to the Treasury Department on January 1, 1946. By mid-1947, Auxiliary numbers had shrunk to 24,273 while adjusting to a peacetime role, mainly recreational boating safety. When the Coast Guard Reserve was authorized by Congress in 1939, the Coast Guard was given a legislative mandate to use civilians to promote safety on and over the high seas and the nation's navigable waters. That mission was turned over to the Auxiliary.

After World War II, search and rescue remained Coast Guard Air Station St. Petersburg's primary mission, with helicopters being added by the mid-1950s. By 1976, they needed a facility to base HC-130 Hercules aircraft, which the St. Petersburg station could not accommodate because of its short runways. This prompted a move to St. Petersburg-Clearwater International Airport and the construction of Coast Guard Air Station Clearwater. The St. Petersburg facility at Bayboro Harbor was converted to a

non-flying installation. The facility now serves as headquarters to Coast Guard Sector St. Petersburg, which directs Coast Guard stations and activities along Florida's Gulf Coast, including Station St. Petersburg, and is home to several cutters and small boats. It also remains the home of Auxiliary Flotilla 72.

Public Law 451, passed by Congress in September, 1945, added owners of aircraft and radio stations to the list of those eligible for membership in the Auxiliary. Today, several Auxiliarists in the Tampa Bay area, including those from Flotilla 72, participate in the Auxiliary Aviation program, which operates locally from Air Station Clearwater. Two members of Flotilla 72 operate official Auxiliary radio facilities from their homes to supplement Flotilla 72's "Bayboro Radio One" and other radio stations based with the flotillas.

On April 1, 1967, the Coast Guard was transferred from Treasury to the newly created Department of Transportation. On November 25, 2002, the Coast Guard was moved to the new

Department of Homeland Security. While it is not a part of the Department of Defense, it is considered one of the armed services, unique because it has a dual mission of law enforcement and military. Other branches of the armed services do not have law enforcement missions.



Jack T. Lee, commander, Flotilla 72, St. Petersburg, holds a paddle commemorating the unit's 75th anniversary at the Division 7 awards breakfast in Ybor City, Fla., on April 18, 2015. He is flanked by members Tony Hooper, Dave Perillo, Gregory Horst, Hal Chase, Dave Rockwell, Marla Short, Alexandra Kaan, Dick Risk, Rick Short and Gene Keller. Jeff Gines, commander, Division 7, is at right. (Auxiliary photo by Linda Brandt, Flotilla 74, Brandon, Fla.)



DISTRICT 7 IN ACTION

Auxiliary's Mission Expanded

The Coast Guard Auxiliary Act of 1996 integrated the Auxiliary into virtually all of the Coast Guard's missions. Today, members of the Auxiliary may perform any Coast Guard mission assigned to them except for legally prohibited direct military or law enforcement actions that would put them in danger, freeing active duty personnel for assignments that cannot be delegated to civilians. Members may participate within the Auxiliary structure or by direct augmentation to the active duty "gold side" if they have a needed skill. The Auxiliary's official website lists these tasks: Safety and Security Patrols, Search and Rescue, Mass Casualty or Disaster Response, Pollution Response and Patrols, Homeland Security, Recreational Boating Safety, Commercial Fishing and Vessel Exams, Platforms for Boarding Parties, and Recruiting for the Coast Guard. With 31,000 volunteers, 4,900 patrol vessels, 226 patrol aircraft, 2,800 personal watercraft, and staffing 2,600 communications stations, as of mid-2014 per the 2014 *Navigator* magazine, the Auxiliary is a true force multiplier.

Flotilla 72, with 76 members today, has proudly adapted to the changes

over the past 75 years. It is business as usual. ■ June 4, 2015



Auxiliarists assemble on Shell Key off Pass-a-Grille for formal muster and inspection. Some 150 members participated. This marked the first time in the history of Florida's Gulf Coast flotillas, comprising Division III of the Seventh Naval District, that all those not then assigned to patrol duty assembled to discuss division activities and to become better acquainted with members of other units operating along the coastline. They arrived on the island on 19 Auxiliary vessels not then engaged in patrol duties, coming from Clearwater, Tarpon Springs, Tampa, Sarasota and St. Petersburg. Once there, craft from Flotilla 2-4 (later Flotilla 72), St. Petersburg, escorted them to their assigned anchorage. October 10, 1943. (Flotilla 72 archives)



YOU AND THE AUXILIARY

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Monthly Reports Now Online.....26



L2 Auxiliary Leadership Link

MONITORING AUXILIARY MANDATED TRAINING

Monthly Reports Now On Line

All members are required to complete ten training topics by the end of 2016, or within one year of enrollment, depending on base enrollment date. These are the “*mandated training*” sessions discussed in ALAUX 010/15 from the Chief Director this past June (http://wow.uscgaux.info/Uploads_wowII/095-45/CHDIRAUX_03_June_2015.pdf). Further details are available at: http://tdept.cgaux.org/mt/Revised_Website_Mandated_Training_reh_10April2015.pdf

Tracking of completion of these courses has been difficult for some members, and the Performance Measurement Directorate is pleased to announce a new

method for monitoring the progress of Auxiliary Mandated Training in each district.

A monthly report, in Excel format, is now available at the website of the Performance Management Directorate, <http://wow.uscgaux.info/content.php?unit=m-dept>. These reports can be reached with the "Mandated Training" menu pick. Upon entry of login credentials, they are accessible by all members.

In each district's workbook there are two sheets: one lists personnel in the district alphabetically; the other lists members by flotilla. Note that these reports will not list members who have not had any

recorded Coast Guard training of any type since enrollment.

These reports will be prepared subsequently on a monthly basis, with the next ones posted on or about 01 November 2015. As this is a monthly report, please be aware that recently-completed courses may not appear.

This report is an interim solution, pending the adoption of Mandated Training as an Auxiliary skill code in AUXDATA, which is being worked on now.

Questions and comments may be addressed to the Director, Performance Measurement, through your chain of leadership.



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USCG History - The BEAR Facts



By John L. Quinn, Senior Editor, District 7



United States Coast Guard Bears have earned a prominent place in the history and lore of the Service. The bear, known for its ferocity, strength and determination inspired the name of the USS *BEAR* which joined the U.S. Revenue Cutter Service in 1885. Under the command of Captain “Hell Roaring Mike” Healey,

USRC *BEAR* became, according to some, “the most famous ship in the history of the Coast Guard.” Beginning with Objee I in 1927, the United States Coast Guard Academy adopted a live American black bear as the Academy mascot. This tradition continued for 57 years until Objee XXXI was “benched” as a result of a state law regulating captive dangerous animals. To this day, a statue of Objee can be found in the park behind Chase Hall at the Academy. Word has it that, at the urging of the First Lady of the Coast Guard, the Coast Guard Bear has returned as a teddy bear, complete with his own personal flotation device (pfd)!

USRC *BEAR* (AG-29) was a steam barkentine, built in 1847. She was 200 feet long overall and built to operate in ice-bound conditions. She had a wooden hull, reinforced with six-inch thick oak planks

which were then sheathed in ironwood, for a total thickness of 10 inches. After several years of service with the U.S. Navy, she was transferred to the Revenue Cutter Service in 1885. Captain Michael Healy took command in 1886. He was the first African-American officer in Coast Guard History. He made his storied reputation patrolling the coast of Alaska. The *BEAR* participated in many missions on behalf of shipwrecked mariners, settlers, and native Alaskans, including daring search and rescues, law enforcement, and humanitarian efforts. For instance, as a result of reduced whale and seal populations, Healy introduced Siberian reindeer to Alaska to provide food and clothing for the native peoples. After brief patrol duties in the North Atlantic during World War II, the *BEAR* was decommissioned.



FEATURE ARTICLES



The keel of the present-day USCGC *BEAR* was laid in 1979, and she was formally commissioned 1983. She is the first of the “Famous Class” 270-foot medium endurance cutters. Her versatile missions include search and rescue, alien migrant interdiction, counter drug patrols, and international engagement.

The *BEAR*’s role in Coast Guard history, be it on the high seas or on the playing fields of the USCG Academy, endures and gives great meaning to the motto, “Serving The Present To Honor The Past.”



www.uscg.mil/pacarea/cgcHealy/history .
www.nytimes.com/1984/09/17/nyregion/coast-guard-obeyers-law-and-benches-its-bear.html .
www.cga.edu/about2 .
www.coastguard.dodlive.mil/2013/02/a-bear-of-a-sea-story/ .
www.uscg.mil/lantarea/cgcBear/history .
Ibid.



Grinning and “BEARing” It



MIAMI, Fla. – Grinning and “bearing” it. Commandant Admiral Zukunft visits with Don Zinner, D-AD and BC-RAM; Ken Plesser, DSO-AV D7 and “friend”; Doug Armstrong, DFSO D7; and Juan “Hache” Vazquez, AAAC BQN/AuxAir pilot on the 65 hangar deck in Miami, on the occasion of RADM Korn’s change of command and retirement. Thanks to the First Lady of the Coast Guard, Ken Plesser’s “bear” has his own properly-fitted, life jacket.



FEATURE ARTICLES



GRAND HAVEN, MI – More grinning and “bearing” it. Commandant Admiral Zukunft (holding the “bear” over the bass drum) greets the USCG Pipe Band, under the direction of Drum Major Andy Anderson (far right) and Pipe Major M. L. Loudermilk (far left) before the parade at the annual Coast Guard Festival. (Auxiliary photo by Auxiliarist Richard Risk, AUXPA III)



Coast Guard Commemorative Stamp Now on Sale at Post Offices

By COMO Harry M. Jacobs, PA III, Director of Public Affairs



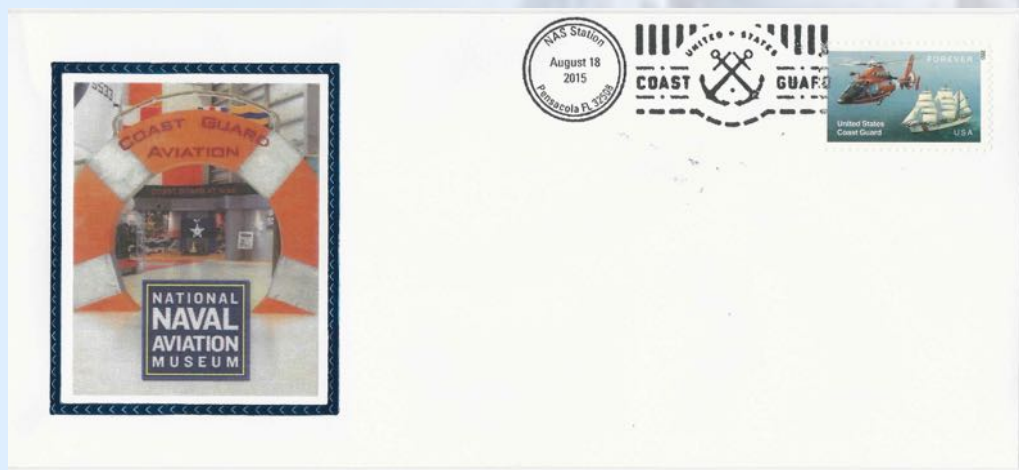
The Coast Guard Commemorative First Class Forever Stamp is now on sale at local Post Offices. Using these stamps on your personal mail is a great marketing tool for the Coast Guard and the Coast Guard Auxiliary. A sheet of 20 stamps cost only \$9.80. We all have to buy and use postage stamps, so why not buy and use these stamps for a double impact!



FEATURE ARTICLES

Auxiliary photographer David Lau helped the Coast Guard create the Postal Service's "forever" stamp to commemorate the Coast Guard's 225th Birthday. Shot from a USCG helicopter, Mr. Lau's photos of the USCGC *JAMES* and the USCGC *EAGLE* underway can be viewed/downloaded from the following site: <http://dlauphoto.com/uscgaux/eaglejames/#1>

David Lau serves on the Auxiliary's National Photo Corp and is a member of District 5NR.



BUY YOUR COAST GUARD COMMEMORATIVE STAMPS NOW!



TEAM COAST GUARD

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TEAM COAST GUARD

America's Waterway Watch

America's Waterway Watch (AWW) is a public outreach program that encourages everyone to report suspicious activity to the Coast Guard and/ or law enforcement agencies. The guiding principle is, "If you see something, say something." The U.S. Coast Guard Auxiliary is the largest active element of this program.

AWW seeks to engage the public during all aspects of the Auxiliary's missions. This includes reaching out to the public in boating safety classes, vessel exams, and marine dealer visits. We want to get everyone involved. Our unwavering responsibility to keep our waterways safe and secure means that AWW is also a part of our active patrols, on the water, in the

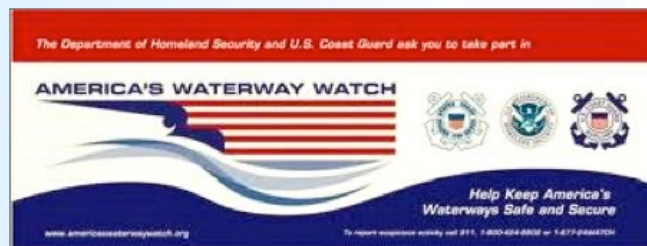
air, and on the shore.

AWW began as "Operation OnGuard," and warns us to maintain situational awareness and avoid complacency when underway, dock walking or conducting vessel exams at a boat ramp. AWW should be integrated into everything done at the flotilla level, whether we are interacting with the boating public or conducting operational missions.

Distributing 1-877-24WATCH program material should be second nature. The Auxiliary National Supply Center

(ANSC) has plenty on hand. When you issue a VE sticker, give an AWW sticker and wallet card. When you conduct a marine dealer visit, put up an AWW poster and provide AWW brochures. When giving a boating class, give AWW brochures, wallet cards and stickers to all the students. When participating at a community event or doing a Vessel Examination day at a marina, display the AWW banner and distribute brochures and stickers.

The Boston Marathon bombing has tragically taught us we must be ever vigilant and never let our guard down. Please help keep America safe.



What is the origin of the saying “You have to go out, but you don’t have to come back”?

By Judi Bidwick, Flotilla 86, Venice, FL

A letter to the editor of the old *Coast Guard Magazine*, written by CBM Clarence P. Brady, USCG (Ret.), published in the March, 1954, issue (page 2), stated that the first person to make this remark was Keeper Patrick Etheridge. Brady knew him when both were stationed at the Cape Hatteras Life-Saving Station (LSS). Brady tells the story as follows:

"A ship was stranded off Cape Hatteras on the Diamond Shoals and one of the life saving crew reported the fact that this ship had run ashore on the dangerous shoals. The old skipper gave the command to man the lifeboat and one of the men shouted out that we might make it out to the

wreck but we would never make it back. The old skipper looked around and said, 'The Blue Book says we've got to go out and it doesn't say a damn thing about having to come back.'"

Etheridge was not exaggerating. *The Regulations of the Life-Saving Service of 1899*, Article VI "Action at Wrecks," section 252, page 58, state that:

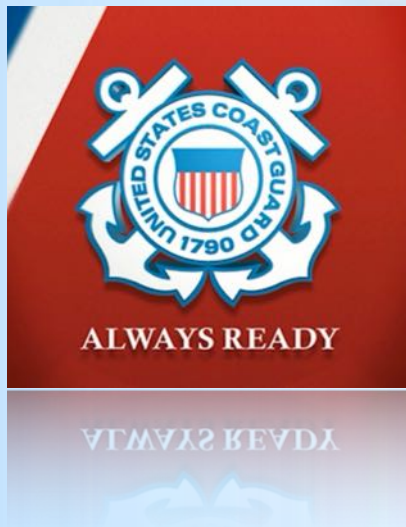
"In attempting a rescue the keeper will select either the boat, breeches buoy, or life car, as in his judgment is best suited to effectively cope with the existing conditions. If the device first selected fails after such trial as satisfies him that no

further attempt with it is feasible, he will resort to one of the others, and if that fails, then to the remaining one, and he will not desist from his efforts until by actual trial the impossibility of effecting a rescue is demonstrated. The statement of the keeper that he did not try to use the boat because the sea or surf was too heavy will not be accepted **unless** attempts to launch it were actually made and failed [emphasis added], or unless the conformation of the coast - as bluffs, precipitous banks, etc.- is such as to unquestionable preclude the use of a boat."



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This section of the Regulations remained in force after the creation of the Coast Guard in 1915. The new Instructions for United States Coast Guard Stations, 1934 edition, copied Section 252 word for word as it appeared in 1899. [1934 *Instructions for United States Coast Guard Stations*, Paragraph 28, page 4]. (USCG historical site.)



(U.S. Life Saving Service. Source: www.coastguard.dodive.mil)



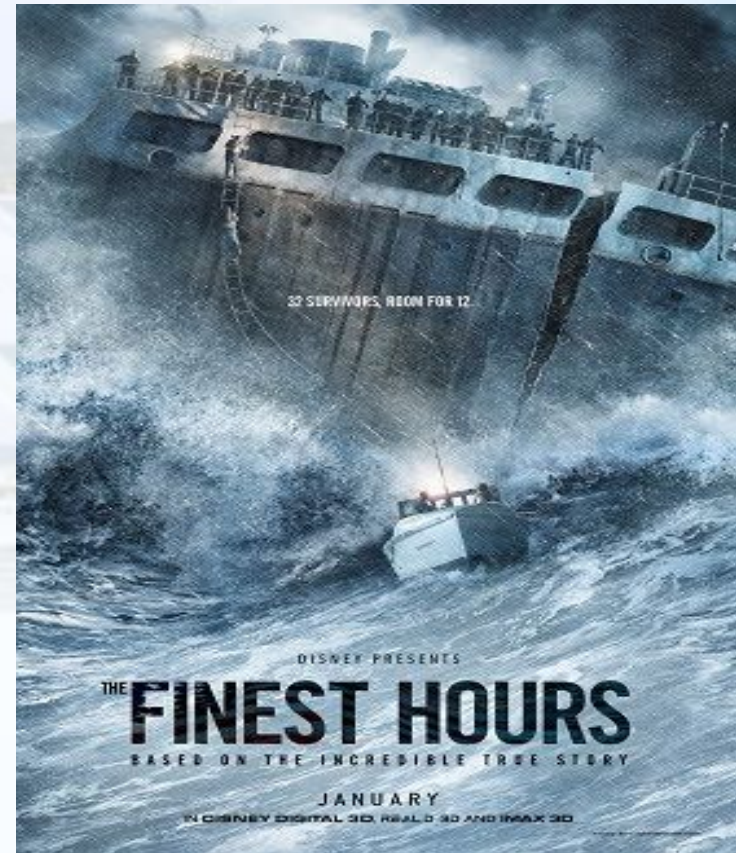
Disney Releases Trailer for Coast Guard Drama

From *NASBLA Current*, *U.S. Coast Guard*

Disney has released the first trailer for its real-life action thriller, *The Finest Hours*. The movie features what is commonly referred to as one of the most daring rescues in Coast Guard history — the 1952 rescue of 32 tanker crewmen by USCG Station Chatham.

Get a sneak peek of the movie, and then read the full story of this rescue at <http://youtube.com/watch?v=BQmllwTKtqU>.

The Finest Hours, starring Chris Pine, Casey Affleck, and Ben Foster, is slated to open theaters Jan. 29, 2016.



Have you checked out ECIP Connect yet?

Coast Guard All Hands, The Official Blog for the Coast Guard Workforce

Posted: 03 Aug 2015 10:37 AM PDT

Have you checked out the Coast Guard *Innovation Council's Enterprise Common Ideation Platform* Connect yet?

ECIP Connect is a crowd-sourcing tool designed specifically for members of our Coast Guard family, including active duty, civilian, reserve and Auxiliary, to help solve service challenges from anywhere, anytime, on any device.

Aug. 4th marks our 225th birthday. Over the course of these 225 years, our service has evolved in how we protect the sea, protect people on the

sea, and protect the country from threats delivered by the sea. But it has not done so without the great ideas, inventions, and innovations contributed by our people.

Where would our service be now, had it not been for Capt. Frank Erickson, who advocated in the 1940s that helicopters would be the ideal operational platform for the



TEAM COAST GUARD

Coast Guard's lifesaving and law enforcement missions?

Cut to just a few years ago, when BM2 Hylan Rousseau developed an innovative and efficient tow bitt cover that enhances the safety of helicopter operations while working with the 45-foot Response Boat-Medium. The "Rousseau collar," a space-saving alternative to traditional, cumbersome tow bitt covers, has become standard issue on RB-Ms.

Just last year, MK2 Stephanie Yonish helped to develop more accessible resources for sexual assault prevention and response. She provided recommendations that fine-tuned the SAPR resource

section of the Health, Safety and Work-Life mobile app.

The next 225 years and beyond will be no different, and our service still needs your great ideas. ECIP provides a means for members of our workforce to submit ideas to help solve the service's targeted "challenges" from anywhere, at any time, on any device.

Have an idea not directly related to a sponsored challenge? The Innovation Council has created an Open Idea Forum within ECIP where you can post ideas that support the commandant's guiding principles of Service to Nation, Duty to People, and Commitment to Excellence. Also, you can now submit

ideas for future sponsored challenges.

So log into ECIP, and encourage your team to log in as well! We look forward to seeing your great ideas.

- See more at: <http://allhands.coastguard.dodlive.mil/2015/08/03/have-you-checked-out-ecip-connect-yet/#sthash.hF8UC7Kj.dpuf>



TEAM COAST GUARD

On Watch

By Carl Motes, District Captain North, District 7

0730 – “Good morning Seaman, how you doin? Do you need a break before I hit the head and grab a cup of coffee? Great, who’s the OOD; BM2 with BM3 breaking in – good, I like working with them. Anything scheduled this morning? Oh, really! I’ll be right back with some coffee.”

That’s how it generally starts for me about 0730 on a Sunday morning at CG Station Port Canaveral as I report for duty as a watchstander. It’s the weekend and normally things are a bit quieter and a bit more relaxed. On some weekends the reserves are omnipresent as they end their weekend duty/training. The schedule works like this: Log in to the computer system and assume the watch at 0745; pipe first call to colors at 0755 and then pipe colors at 0800. Log it. If the galley is open that weekend, pipe

breakfast at 0800, eat breakfast and then listen to the radio until 1130 then pipe lunch. At 1145 note the change of watch from me to me and then test the SAR alarm at 1200. At 1545 note the change of watch from me to a Seaman or Fireman or a third class petty officer and go home.

But sometimes the routine doesn’t show up and that’s what happened in early August of this year:

Me: “Good morning, what’s happening?”

The Officer-of-the-Day (OOD):

“Good morning Mr. Motes, grab some coffee, hit the head and get ready to start a Preliminary Communications Search/Extended Communications

Search (PreCom/Excom) first thing. Sector (Jacksonville) wants us to call everyone in the area and see if we can get any information on the two kids who went missing from Jupiter last Friday evening.”

You can bet it’s not going to be a routine day when the OOD is in Communications drinking coffee at 0730 on Sunday morning.

0745 – I’m on the system, I adjust the radio volumes and double check to make sure the appropriate channels are live. The OOD then hands me the fax from Sector with basic information about the missing boaters.

45’ Response Boat at Port Canaveral



TEAM COAST GUARD



0810 - The forms are behind the desk, I reach back, grab the Precom/Excom form and scribble some notes before I start calling.

“Good morning Canaveral Locks, I am Aux Motes from CG Station Port Canaveral. How are you this morning? We are checking on the two kids who disappeared Friday night from Jupiter Inlet. Our information is that they were in a 16 foot white open boat with an outboard engine. Have you seen them or heard from anyone who has? No, well thanks, but please give us a

call if you see or hear anything.”

This same call gets repeated until every marina and bridge tender in the Area Of Responsibility (AOR) has been contacted. It took an hour this morning and, sadly, no one had any useful information. However, the alert was out and many more people were now on the lookout for these kids.

What’s a Precom/Excom you ask? Who or what is an OOD? What’s a pipe or a SAR alarm? What does a “real” radio log look like? For the answers to those questions and many more, check out the Coast Guard Auxiliary Telecommunications Operator course and certification. However, if you want to stand watch at a CG Station, be prepared to go through the active duty training, complete their PQS and pass an oral board. It requires quite a commitment but it provides a great opportunity to serve on the inside when the call for help is heard.

0900 – I hand the completed Precom/Excom to the OOD so he could fax it to Sector. The phone begins to ring with good citizens who want to report

anything and everything they believe can help. Listen and transfer to the OOD or to Sector – Sector is handling the search. Monitor Channels 16 and 22 and CG 111 for any relevant radio chatter.

1230 - Notify the OOD when an offshore cargo carrier is asked to deviate and listen as the pilot on a CG helicopter reports that it has discovered an overturned white 16 foot boat and begins to relay coordinates.

1300- Plot the coordinates and, holy cow, that’s just north of our AOR but we have SAR coverage there today. Hit the SAR alarm and begin getting ready to monitor the “45” (45’ Response Boat-Medium) as it heads out to the CSP that will come from Sector. Maintain radio guard with the “45” until it is out of range.

1530- It’s now close to 1545 and I get ready to hand off the watch to the incoming watchstander. The watch continues, 24 hours a day, 7 days a week.

Join us sometime.

