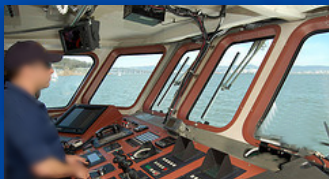


Breeze

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



FROM THE BRIDGE

Articles ...

- Commodore's Message
- We Are Good! Well Maybe Not So Good?
- Help and Respect Your Elected Leadership ...*and more*



DISTRICT 7 IN ACTION

Articles ...

- Join Us at the 7 District Board Meeting and Training
- Congratulations Letter
- First Auxiliary Flotilla on Gulf Coast Turns 75 ...*and more*



YOU AND THE AUXILIARY

Articles ...

- Auxiliary Mandated Training Changes
- Water Jet Devices
- Auxiliary Radio Comes to the Rescue ...*and more*



FEATURED ARTICLES

Articles ...

- Auxiliary Photos Become Works of Art in Florida
- Fewer Fatalities in 2013
- Coast Guard Cautions About Unsafe Reef Lights ...*and more*



TEAM COAST GUARD

Articles ...

- Caught off Guard Saluting
- Office of Auxiliary and Boating Safety Launches New Website
- USCG Declaration of Rescue 21, Sea Area ...*and more*





Crystal River, Fl. - USCG Auxiliary member Linda Jones, District 15 Events Coordinator attends the annual Memorial Day ceremony at the USCG Douglas Munroe Monument. The annual ceremony remembers and honors those who made the ultimate sacrifice. Auxiliary Photo 140524-G-ZZ999-051 by Jodi Simon, Flotilla 15-01, FSO-PB





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

UNITED STATES COAST GUARD

District Commander
Rear Admiral Scott A. Buschman, USCG
Director of Auxiliary District 7
Commander William Seward, USCG
Operations Training Officer
CWO Christopher W. Acklin, USCG
U.S. COAST GUARD AUXILIARY

District Commodore
Commodore Robert Weskerna
District Chief of Staff
Judith Hudson
Immediate Past District Commodore
Commodore John Tyson
District Captain North
Carl D. Motes
District Captain West
Paulette P. Parent
District Captain East
Gary P. Barth

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.

Personal information of members is protected by the Privacy Act of 1974. The use of these rosters, addresses and telephone numbers on any computer or online service including the Internet is prohibited by the Act.

Send comments and submissions to Editor (DSO-Publications) to: D7Breeze@yahoo.com.

Breeze articles and photos may be reprinted with credit to *Breeze* and the author.

Breeze

Volume LX Summer 2015 Issue

www.uscga-district-7.org
www.uscga-district-7.org/breeze.html

Auxiliary Sector Coordinators

ASC Sector Charleston

Lyle E. Letteer

ASC Sector Jacksonville

David C. Cawton

ASC Sector Key West

Russell D. Jackson

ASC Sector Miami

William W. Tejeiro

ASC Sector St. Petersburg

Ronald R. Howington

ASC Sector San Juan

Mariano Velasquez

Division Commanders 2015

Division 1.....Jose Israel Cabaan
Division 2..... Patricia Ann McMenamin
Division 3.....William W. Bartley
Division 4.....Donald S. Proscia
Division 5.....Gregory A. Barth
Division 6.....William W. Tejeiro
Division 7.....Jeffrey O. Gines
Division 8.....William R Beckett
Division 9.....David M. Shuster
Division 10.....Jack A. Grumet
Division 11.....Peter L. Palmieri Jr.
Division 12.....John J. Murphy III
Division 13.....Thomas E. Meyer
Division 14.....Victor J. Aquino
Division 15.....Diane H. Berman
Division 16.....Malcolm H. Sprague, Sr.
Division 17.....James D. Roche



District 7 Directorate Chiefs 2014

Logistics: James E. Dennen, DDC-L
Prevention: Lawrence S. Berman , DDC-P
Response: Craig Elliot, DDC-R

District Staff Officers

Prevention Directorate

Phil Goodman.....DSO-MS
Al CrothersDSO-MT
David C. Cawton.....DSO-NS
Ronald D. Foreman.....DSO-PV
Bruce A. LindseyDSO-PE
William S. Griswold.....DSO-SL
Marcus K. Kiriakow.....DSO-VE

Response Directorate

Kenneth T. Plessner.....DSO-AV
Donald L. Wellons.....DSO-CM
Festus BurchfieldDSO-OP
William F. HanionDSO-IM

Logistics Directorate

David A. Hastings.....DSO-CS
Carl Lucas.....DSO-DM
James Andrew Poole.....DSO-DV
Angela Pomaro.....DSO-HR
Susan Z. Hastings.....DSO-IS
Miguel E. CorcoDSO-MA
Constance O. Irvin.....DSO-PA
Stephen Ellerin.....DSO-PB
Diane Riggan.....NSBW
Alejandro de Quesada.....District Historian
David A. HastingsWebmaster

Other

Lillian G. GaNun.....DSO-SR
Douglas L. Armstrong.....DFSO
Andrew W. Anderson.....DSO-LP
James F. StoneDSO-FN
Theresa SweeneyPPDCA
COMO Walter JaskiewiczDistrict Material Center

District Administrative Assistant & Aide

Teresa A. Barth.....D-AA
Richard F. Laughlin.....D-AD
Carolyn R. Hooley.....D-AD

TABLE OF CONTENTS

FROM THE BRIDGE

COMO Robert Weskerna.....	6
Judith L. Hudson, DCOS.....	8
Commander William E. Seward.....	11
Stephen Ellerin, District Staff Officer - Publications.....	13

DISTRICT 7 IN ACTION

Join Us at the District 7 Board Meeting & Training 2015.....	16
Congratulations Letter.....	17
First Auxiliary Flotilla on Gulf Coast Turns 75.....	18
Georgia Governor Issues NSBW Proclamation.....	22

YOU AND THE AUXILIARY

Auxiliary Mandated Training (AUXMT) - Changes	24
Water Jet Devices.....	26
Auxiliary Radio Comes to the Rescue.....	27
What Did You Do for Now that National Safe Boating Week?.....	29
Ready, Set, Wear It!.....	31
Go Boating Bilingual Activity Book.....	33

FEATURED ARTICLES

Auxiliary Photos Become Works of Art in Florida Restaurant.....	36
Fewer Boating Fatalities in 2013.....	37
National Safe Boating Week 2015.....	38
Coast Guard Releases 2014 Recreational Boating Statistics.....	40
PFDs, TCT, and Fenders.....	41
Standing with our RBS Partners.....	43
Recreational Boating Statistics.....	44
Auxiliary Members Take to the Air at AUXAIR Workshops.....	46
Interview for Hurricane Season Special.....	47
Coast Guard Cautions Boaters about Unsafe Reef Lights	47

TEAM COAST GUARD

Caught off Guard...Saluting.....	50
Office of Auxiliary & Boating Safety Launches Redesigned Website.....	53
US Coast Guard Declaration of Rescue 21, Sea Area A1.....	54
US Coast Guard Releases Boating Safety App.....	55
What's Wrong with this picture?.....	57
First Annual Great Yankeetown Chili Taste-Off.....	59



FROM THE BRIDGE

ARTICLES:

COMO Robert Weskerna.....	6
Judith L. Hudson, DCOS.....	8
Commander William E. Seward.....	11
Stephen Ellerin, District Staff Officer - Publications.....	13





Robert Weskerna
District Commodore



SADDLE UP!

“COURAGE is being scared to death and saddling up anyway.” If you recall reading this quote from John Wayne (“the Duke”) on a coaster in your favorite bar or restaurant, and think you’ve heard a truism, then you may be ready for our upcoming District election season. Yes, I’m already planning for the District elections at our upcoming District 7 Board Meeting, scheduled for September

18th. Because this is an off-year election for us, our only elections will be for our District Captains (east, west, and north). If you are planning to run for one of these offices, the deadline to send me your letter of intent is July 20th. No worries, I’ll be sending out reminders to all concerned separately.

You can find the criteria for eligibility for this office in Appendix C of the

Auxiliary Manual, as are the criteria for all other offices.

Speaking of elections, October and November are our election months for division and flotilla elected officers. If you think you have something to offer to your flotilla or division, gather up your courage and saddle up.

Continue on page 7 ...



FROM THE BRIDGE

If you think you have something to offer to your flotilla or division, gather your courage and saddle up.

Climb Aboard D-TRAIN

We have planned more than *two-dozen* courses for you to enjoy at our Training Meeting (D-Train) this September 17-20. Come for one day or come for all. It's how we come together to share ideas and charge our batteries for the year to come. I promise that you'll have fun and learn something at the same time. Check out the *Schedule of Events* on the [District 7 webpage](#). Did I mention that I've lowered the registration fee by 25% for 2015?

Mandated Training

New members or nearly new members: Has anyone told you about taking the [New Member Course online \(just click here\)](#)? Good stuff, and while you're at it, check out the *New Member Packet* and take the *New Member Exam*.

On this same page, you'll also find links to the Mandated Training that you need to

complete before the end of your first full year—and all members need to complete by the end of 2016.

One on One...

At our upcoming District Training Meeting (D-Train), I've scheduled an hour to meet with all those who consider themselves as "1st Timers" to D-Train. I'm interested in your Auxiliary experiences and may have some solutions to any issues you may have. Hope to see you there. Check out the [Schedule of Events](#) for time and place.

National Safe Boating Week

Finally, our 2015 National Safe Boating Week (NSBW) was a great success, with over 30 per cent more events scheduled and executed than in 2014. I wish to thank everyone who participated in this annual event. In particular, Diane Riggan, our NSBW Chairperson, needs to be recognized for her annual

commitment to this effort and her boundless energy. BZ's to all.

RBR



[A brief message to members from U.S. Coast Guard Auxiliary District 7 Commodore Robert Weskerna](#)





Judith L. Hudson

District Chief of Staff (DCOS)

WE ARE GOOD! WELL MAYBE, WE ARE NOT SO GOOD?

We are good! Yea! We are not so good. Oh! We can get better. There are *obstacles* in the way of us getting better.

How can all of this be true? Well, as some of you know, I sent a survey to thirty-one members of District 7 earlier this year to get their opinions on D7 Auxiliary, and how we are doing. Of the twenty-six respondents, there was a District Captain (DCAPT), a Division Vice Commander (VCDR), a Flotilla Staff Officer (FSO), and a non-office-holding member. That is because I sent this request for information to a cross-section of our members both geographically and at all position levels.

As you will see in the information that I am going to share with you, this survey took some time for the participants to complete, and required significant thought to provide substantive information. I am most appreciative to those who participated. The purpose was to learn how we view and evaluate ourselves and the missions we are asked to plan and execute.

Where do we excel? What is not going well? How can we do better? What is going to keep us from achieving our goals and progressing as an organization? That is what SWOT is – Strengths, Weaknesses,

Opportunities and Threats. Accordingly, SWOT was the name of the survey.

Let me share with you a few of the individual comments, and then I will share with you a summary of the results.

*Let's take advantage of our
strengths and
opportunities, and work to
improve our weaknesses*



FROM THE BRIDGE

Strengths:

- Our parallel staffing structure enables us to communicate efficiently within the Auxiliary and with active duty (Coast Guard) units within our command.
- Training is readily available in person and on-line.
- Our members are willing to give of their time and resources.

Weaknesses:

- Micromanagement causes miscommunication and misunderstanding.
- More patrols are being cancelled due to a lack of crew.
- There is confusion between information in AUXDATA and AUXINFO, different and confusing website formats, and out-of-date information on official websites.

Opportunities:

- We need to find grant writers and/or develop streamlined access to

generate federal funding of our projects.

- The Coast Guard is looking to the Auxiliary for increased quantity and quality support.
- We must demonstrate our unique capabilities to become relevant in the eyes of all our partners on the water and to the boating public.

Threats:

- Younger potential members do not adapt easily to a military structure; also, they have full-time jobs and other responsibilities that prevent them from joining the Auxiliary and participating in its activities.
- Many flotillas cannot afford to rent meeting and public education class facilities – they have no place to call their own.
- Not earning the respect of the active duty.
- Lack of funding.

Interestingly, the increased dues for 2016 and the mandated training courses were not even minor themes. My belief is that

the large majority of members understand the reasons and purpose for these items that have received significant discussions this year.

The purpose of the survey was to provide information the district can use to plan and improve for 2017-2018. As I travel our district, I am continuing to gather opinions, facts, priorities, and information through conversations with leaders and members, agenda items, and meeting discussions, and through a distributed, voluntary paper survey with a few short, simple open-ended questions.

Working with a small committee that assists me in tabulating survey responses and analyzing the data, we discuss and compare each other's findings. Together, we developed a consensus about the major topics for District 7 to consider as focal points going forward.

The survey revealed nothing magical, and few surprises, but suggested areas that collectively we must keep in mind.



FROM THE BRIDGE

Most Frequent Responses for each SWOT Category:

Strengths:

- Our training is USCG-Grade.
- Our 5,700 members have diverse knowledge, experience & skills.
- We share a stable, well-defined and comparable organizational structure with the Coast Guard.

Weaknesses:

- Inadequate and inconsistent recognition and valuing of our members.
- Lack of willingness of members to hold office at flotilla and division levels.
- Lack of standardization in training, required skills, and level of expertise to support the Coast Guard at optimum levels.

Opportunities:

- To develop closer and improved communications, planning, and

working relationships with USCG stations and sectors.

- To execute a targeted recruiting plan with follow-up mentoring and retention actions.
- To increase the training and use of electronic technology in all departments and missions.

Threats:

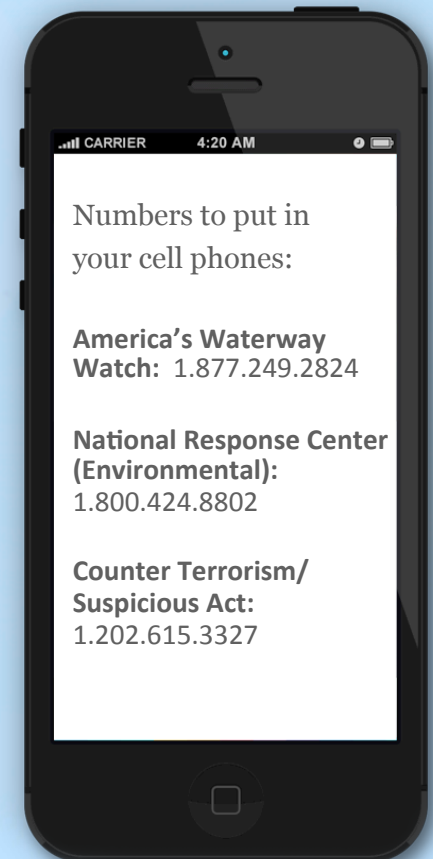
- Declining funds to support the Auxiliary.
- Aging membership in the face of a younger population without time and money to volunteer.
- Declining surface assets and inadequate meeting, public education and training spaces.

So there you have it. The “We are good, we are not so good, we can get better, and there are stumbling blocks to getting better.”

Let’s take advantage of our strengths and opportunities, and be aware of and work

to improve our weaknesses, and minimize our threats.

Thanks to each of you for volunteering and committing to be a D7 Auxiliary member, to get training and to contribute. We are doing great things in record numbers, but we haven’t reached perfection yet. We need to keep trying to get there. *RRR*



Commander William E. Seward

USCG, Director of Auxiliary, D7

HELP AND RESPECT YOUR ELECTED LEADERSHIP

The Auxiliary's Chain of Leadership and Management (COLM) is an important tool that reflects and supports the hierarchy of the Auxiliary—elected and appointed. Understanding why the chain of leadership exists and why it should be followed is important. Before you skip a “link” in the “chain,” consider the reasons to use the skills and knowledge of those who have been elected by the majority of your fellow members.

Don't dump your problems on your chain of leadership – bring solutions.

Trust in the Commandant of the U.S. Coast Guard and the authority the Commandant delegates to your elected leadership. In matters that involve good order and discipline, it would be inappropriate to demand how our

COLM should respond to a case or complaint. Our system prescribes independent discretion at every level of the chain with the authority to address such matters. Inappropriate influence is the mortal enemy of our administrative system – a system designed to maintain good order and discipline. Inappropriate influence not only jeopardizes the validity of the process, it undermines the morale of our members, their respect for the chain of leadership, and their confidence in the Auxiliary.

Following the chain of leadership shows respect. Not every decision your leaders make is going to be appreciated. In fact, some may seem counterproductive to those who don't have the full picture. Circumventing the chain or taking your complaints higher up the ladder only



creates tension and distrust. So what do you do?

Help your chain of leadership help you. First, understand the difference between dealing with an actual issue as opposed to a generalized complaint. Remember that your chain of leadership is dealing with numerous issues to ensure mission success. Also, they usually support between 50-150 members per flotilla. Leaders have a lot going on; their time is valuable. It is more productive to work within the system to make sure your problem is resolved.



Here are some things you can do to expedite this process and increase your odds of success:

- Take the time to determine what the problem actually is; find the root cause and explain it in simple terms.
- Gather your facts.
- Organize your facts and prepare your argument before raising the issue.
- Develop and, if possible, prioritize three recommended courses of action (COA) to resolve the problem.
- Approach your chain of leadership at the 'lowest possible level that has the authority to resolve the issue'; Share your problem statement and recommended COAs.
- Most importantly, be calm, be professional and be objective; never become emotional.

Odds are that, by following these steps, you just solved your problem at the lowest level. You may have gotten the result you were looking for *because* you brought a well thought out solution to the table. Don't just dump your problems on your chain – bring solutions.

Ignoring the COLM reflects poorly on YOU. Jumping the chain simply looks bad. The Commodore, District Captains, and Division Commanders don't have time to field every member's complaint. Like you, they are volunteers. Their time is valuable,

very limited, and they rely on subordinate leaders to resolve member issues at the lowest level possible. Use their time wisely. Discussing issues at the lowest levels shows that you respect the chain of leadership and trust that they will act when necessary.

The chain of leadership enacts change. Refined over the Coast Guard's long history, our chain of leadership actually promotes change by raising concerns in an orderly fashion. Imagine if every member just arbitrarily decided to contact the Commodore or the Director whenever they believe that change is needed. Often, we just create more confusion by trying to involve those who can't help.

The chain of leadership provides order at the "deck-plate" level. Your flotilla commander may know whom to contact; if s/he doesn't, s/he will turn to the next higher person until your issue reaches the proper leader. This system streamlines the process so that issues can be resolved quickly, without involving unnecessary parties. While a member may think they know who needs to be contacted, elected leadership usually has a better idea of who can best perform the task.

The chain works in both directions. Respecting the chain of leadership means

showing respect to both your elected or appointed leadership and to those under your charge. Be a responsive and compassionate leader who promotes using the chain of leadership and management by taking prompt and fair action. If you ignore the concerns or requests from those who elected you to lead, they will most certainly begin looking for another leader, usually higher in the chain of leadership, to assist them. Showing disrespect for the proper channels will only encourage your constituents to do the same.

The chain of leadership is neither some archaic tradition, nor a cruel way to torment our members; quite the opposite, actually. The chain of leadership encourages a closer relationship between members and their leaders and ensures an orderly way to enact change through a single system.

Without the chain of leadership, complaints and calls for guidance would quickly overwhelm senior levels without a unified way to address them.

On the other hand, helping our chain of leadership and management synergizes our actions, bolsters trust and further solidifies your pledge to the U.S. Coast Guard Auxiliary and its purposes.

BBB



Stephen Ellerin (DSO-PB)

District Staff Officer of Publications

According to a survey by the Auxiliary's Public Affairs Directorate, the U.S. public regards the Coast Guard higher than any other branch of the military. The Auxiliary is a proud member of Team Coast Guard. Although we are the volunteer members of that Team, whenever we put on that uniform, we commit to striving for excellence in everything we do.

That includes our flotilla, division, and district newsletters. As I look over the newsletters that you forward to us², I see that all too many newsletters consist of little more than officer reports and perhaps a few photos of a social event. While this may meet the minimum requirement, we can do much better.

Our best newsletters include articles of interest to their readers. These might be articles reprinted from national or district newsletters (yes, you can do that, with

proper credit to the publication and its original author), photos and videos (you can use any you find on www.auxpa.org) and, occasionally, original articles written by the editor or unit members.

You can also forward all original articles and photos to your division or district PB officer for re-publication.

Our "Best in District Publications Award" recognizes the newsletters of flotillas and divisions that go beyond the basic and strive for excellence. Accordingly, we are proud to announce the following awards:

- **Best Flotilla Newsletter:** *Channel Marker*; Flotilla: 11-01; Editor: Leslie Long
- **Best Division Newsletter:** *The Flasher*; Division 5; Editor: Darrel Graziani, (Flotilla 59)



In addition, the district would like to recognize these outstanding publications:

- **Special Recognition Flotilla Newsletter:** *Seven Niner*; Flotilla: 79; Editor: Dottie Riley
- **Special Recognition Division Newsletter:** *Intercom*; Editor: Dottie Riley (Flotilla 07-09)

We have forwarded copies of these publications to the National Public Affairs Directorate for consideration for the Best in Auxiliary Award in their respective categories.

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



FROM THE BRIDGE

*In some Districts, National Safe Boating Week (NSBW) launched the recreational boating season.
Let's spread its message throughout our boating season.*



Layout Editor The Breeze, District 7's cutting-edge, award winning feature magazine, needs a strong assistant editor.

Layout Editor: You should be able to turn a MS Word document into a stunning graphic eMagazine. Know how to find or create images that arrest a reader's attention, adding interest to the accompanying text without detracting from its message. Time requirement for each position: about an hour or two a week, plus one intense week quarterly, as we pull each issue together. Upon approval by Senior Bridge, each position carries an Assistant District Staff Officer (ADSO) designation.

Send comments and submissions to the Editor (DSO-Publications) at: D7Breeze@yahoo.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.

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 Two Membership Magazines.

The *Breeze* carries full-feature articles of interest to our members

[Connection](#) features articles about our members.

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.



DISTRICT 7 IN ACTION

ARTICLES:

Join Us at the District 7 Board Meeting & Training 2015.....	16
Congratulations Letter.....	17
First Auxiliary Flotilla on Gulf Coast Turns 75.....	18
Georgia Governor Issues NSBW Proclamation.....	22



DISTRICT 7 IN ACTION

JOIN US AT THE DISTRICT 7 BOARD MEETING AND TRAINING 2015

September 17-20, 2015

at the FLORIDA HOTEL & CONFERENCE CENTER

1500 Sand Lake Road ♦ Orlando, Florida, 32809 ♦ 407-816-5071



Room rate is \$115.00 per night (before August 18, 2015 – you must mention the Coast Guard Auxiliary)

Registration for the conference is required. You can pre-register online by clicking the link below, or download the mail-in form. Registration onsite will be possible...please allow extra time for that.

There are two evening banquets and one luncheon (extra cost for the meals)

The only class for which you must pre-register is the Telecommunications Course – a required course for those who want to earn the AUXOP certification.

See the class instructions on how to register.

[Register Online for Conference](#)

[Download Form and Register by Mail](#)

[Download Class Descriptions](#)

[Download Schedule of Events](#)



DISTRICT 7 IN ACTION

CONGRATULATIONS LETTER

By RDML Scott A. Buschman



Wishing our Auxiliarist a happy 76th Anniversary. The hard work and dedication of the Auxiliary continues to be instrumental to the success of the Seventh Coast Guard District.

RRR



COMMANDER
SEVENTH COAST GUARD DISTRICT
MIAMI, FLORIDA 33131-3050

JUN 23 2015

To the Men and Women of the Coast Guard Auxiliary,

I am honored to extend my heartfelt congratulations to our Auxiliary shipmates as we celebrate the U. S. Coast Guard Auxiliary's 76th Anniversary today.

The forerunner of the Coast Guard Auxiliary, originally called the Coast Guard Reserve, was created on June 23, 1939. With WWII underway in Europe, on February 19, 1941, Congress passed the Auxiliary and Reserve Act. The Act in effect created the military Coast Guard Reserve as we have today, added the uniformed but unpaid Coast Guard Temporary Reserve, and gave you, the civilian arm of the Coast Guard. Since then, the Auxiliary has been an important part of our Service's history, and as an active-duty Coast Guard member, I'm honored to serve you.

The U. S. Coast Guard Auxiliary has consistently answered our Nation's call to promote recreational boating safety and support the Coast Guard with a diverse array of specialized skills. With this, I ask a couple things of you. First, keep up the great work. You've got a rich tradition, going back to earliest days of the Auxiliary. You've got the strength in numbers to keep it going. Second, work to ensure that the quality of your vessel exam and public education programs are second to none, along with your Marine Dealer Visit Program, which is yet another way that we can direct boaters to the services you offer. I am depending on it.

In closing, I'm extremely proud to call you shipmates, members of Team Coast Guard. Be proud of your heritage, of the missions you've performed, and of your excellence yet to come. As you celebrate your historic anniversary, we honor those of the past and we celebrate the devotion of those serving in the U. S. Coast Guard Auxiliary today. Congratulations and Happy Birthday!

Sincerely,

S. A. BUSCHMAN
Rear Admiral, U. S. Coast Guard



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. — The oldest unit on Florida's

Gulf Coast, Auxiliary Flotilla 72, has its headquarters at U.S. Coast Guard Station St. Petersburg's south mooring. Since 1940, they have been supporting the missions of the active duty component—which means that, this year, Flotilla 72 is observing its 75th anniversary, and it's doing so quietly, by just doing its job. For Flotilla 72, that's business as usual.

In the 1940s, "doing its job" meant patrolling the home front's coastline bays and inlets to watch for submarines, saboteurs and spies; guarding the Coast Guard airfield near downtown St. Petersburg; and performing dangerous logistic missions, like transporting people and supplies to Havana, Cuba, while German U-boats were sinking ships in the Florida Straits.

Today, much has changed, and the risk of encountering a maritime threat while

performing an Auxiliary mission may be no greater than that to the boating public. Nevertheless, the Auxiliary's role is no less important to the Coast Guard now than it was 75 years ago.



St. Petersburg Yachtsmen Answer the Call

In 1939, the war raging in Europe threatened the security of the United States. So a group of St. Petersburg yachtsmen responded to a new law—the Coast Guard Reserve Act of 1939 passed on June 23 of that year, creating the Coast Guard Reserve and allowing U.S. citizens to volunteer themselves and their

motorboats or yachts, and their aircraft, to the unpaid service of their country.

The Coast Guard Reserve was to be administered by the commandant of the Coast Guard. Its basic unit, the flotilla, would be part of a division and comprised of at least 15 qualified members and 10 boats. Every Auxiliary member would belong to a flotilla, regardless of office held at a higher level or duty assignment outside the flotilla (that still holds today). The flotilla's leader would be an elected civilian with the title of flotilla commander, with a vice commander and a junior commander to assist.

Five or more flotillas would comprise a division, with an elected division captain, vice captain, and junior captain at its helm. Auxiliary districts would cover any number of divisions and be led by a district commodore and vice commodore.

Continue on page 20 ...



DISTRICT 7 IN ACTION

The St. Petersburg flotilla was officially chartered under the new law on March 15, 1940, as part of Jacksonville Division III. The Jacksonville District had three divisions, all operating in Florida: Division I, from Fernandina Beach to Jupiter Inlet; Division II, from Jupiter Inlet to Cape Romano; and Division III, from Cape Romano to Apalachicola.

Florida's first three flotillas formed along the Atlantic Coast, at New Smyrna Beach (Flotilla 1), Ft. Lauderdale (2), and Miami, (3). Flotilla 4, at St. Petersburg, became the first flotilla chartered on Florida's Gulf Coast. By November 1941, the state had additional flotillas at Sarasota (5 and 7), Clearwater (6), Jacksonville (8), and St. Petersburg (9 and 10). There were 195 men and 178 boats in the district. Flotilla 4 had 19 members and 19 vessels.

From Organization to Action

Once the United States entered World War II, on December 8, 1941, Auxiliary and Temporary Reserve membership grew, eventually reaching 50,000. By October of 1943, Florida had 27 flotillas.

The Jacksonville and Charleston Auxiliary districts later combined to become Auxiliary District 7. Its area of operations mirrored the active duty Coast Guard

District 7's present area of responsibility—from South Carolina, Georgia and Florida to Puerto Rico and the U.S. Virgin Islands, encompassing an area of 1.8 million square miles and sharing operational borders with 34 foreign nations and territories.

In that shuffle, Flotilla 2-4 of St. Petersburg became Flotilla 2 of Division 7 in District 7, thereafter written as "72." Their headquarters relocated from the St. Petersburg Armory to the Coast Guard station, in the 1300 block of Bay Street, SE. In 1968, it moved a block east to its present building at 1300 Beach Drive.

Reserve Divided into 'Regular' and 'Temporary'

According to the *Official History of the Auxiliary* by John A. Tilley:

By early 1941 the Coast Guard was preparing for war. Events in Europe had demonstrated what demands for manpower and boats the service could expect to confront when, as now seemed inevitable, the United States entered the Second World War. On February 19, 1941, Congress passed a law restructuring the Coast Guard Reserve. Henceforth the Coast Guard was to

operate two Reserve forces. The existing civilian Reserve organization was renamed the U.S. Coast Guard Auxiliary. A new U.S. Coast Guard Reserve was to function on a military basis ..., like the reserves of the other armed services.



CDR Paul W. Collins, Tampa's Coast Guard Captain of the Port, inspects the log of Harry M. Shaw's cruiser *HMS*, registered in the Auxiliary fleet. Left to right, Shaw, Howard B. Richards, commander of Flotilla 2-4 (later Flotilla 72), Collins, LT Howard Bond, Collins' executive officer, and LT Henry M. Amsler, TR, Auxiliary division captain. Amsler was Flotilla 2-4's first commander. St. Petersburg *Evening Independent* photo, April 13, 1943, Flotilla 72 archives.



DISTRICT 7 IN ACTION

... The secretary of the Navy authorized uniforms for the Auxiliary ... similar to those worn by active duty members except for buttons and insignia, the most notable difference being the insignia color. Auxiliary insignia is silver, active duty is gold. Hence, the active duty component of the Coast Guard became known as the “gold side.”

... It is unclear when the first woman joined the Auxiliary, but “At least a few women were members in the 7th District by late 1941. ...

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 ... 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 ... A document in Flotilla 72’s archives

says 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...

... To be continued in our Fall issue...

Members of Coast Guard Auxiliary Flotilla 2-4 (which later became Flotilla 72) stand at attention for inspection at a review held at Gulfport, Fla. Inspecting officers, from left, are Lieutenant (LT) George Gandy, Jr., TR, vice commodore of the Auxiliary in the Seventh Naval District; LT Henry Amsler, TR, captain of Auxiliary Division III; A.E. Pellerin, flotilla commander, and Ed Keyworth, vice commander. Auxiliarists, from left, are C. Lenz, L. Atherton, W. Schlemmer, C.H. Hastings, H. Keesler, G. Simmons, B. Baker, W. Flemings, M. Eastman, G. Watson and G.W. Hoon. Since one purpose of the review was to help recruiting, it was witnessed by several local dignitaries and special guests, including St. Petersburg Mayor George Patterson. After the formation was dismissed, the entire flotilla and its guests were treated to lunch by R. J. Ausnow. April 2, 1944. Flotilla 72 archives.



DISTRICT 7 IN ACTION



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.

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

GEORGIA GOVERNOR NATHAN DEAL ISSUES STATE OF GEORGIA 2015 NATIONAL SAFE BOATING WEEK (NSBW) PROCLAMATION

Submitted by Nan Ellen Fuller, IPDCDR Division 2, BC-BLU

See the proclamation at https://gov.georgia.gov/sites/gov.georgia.gov/files/related_files/document/Georgia%20Safe%20Boating%20Week%202015.pdf



Center: Governor Nathan Deal; Flotilla 29 Auxiliary Representatives: Far Left: Ed McGill, State Liaison; Far Right: Roy Crittenden, FSO-PA, and Joe Edwards, Flotilla Commander; Atlanta Sail & Power Squadron Representatives: Right of Governor: John Holland, Executive Officer, and Elwood (Woody) Williams, Commander



YOU AND THE AUXILIARY

ARTICLES:

Auxiliary Mandated Training (AUXMT) – Changes	24
Water Jet Devices.....	26
Auxiliary Radio Comes to the Rescue.....	27
What Did You Do for Now that National Safe Boating Week?.....	29
Ready, Set, Wear It!.....	31
Go Boating Bilingual Activity Book.....	33



YOU AND THE AUXILIARY

AUXILIARY MANDATED TRAINING (AUXMT) CHANGES IN DELIVERY METHODS AND POLICIES

By John Quinn, ADSO-PB, Senior Editor

On June 3, Captain (CAPT) F. Thomas Boross, Chief of the Office of the Auxiliary and Boating Safety at U.S. Coast Guard Headquarters, Washington, D.C., (CHDIRAUX) issued an *All Auxiliary* announcement that laid out policy changes for *Auxiliary Mandated Training*, or AUXMT.

The purpose of AUXMT is to place Auxiliarists on the same footing as other members of the Coast Guard workforce, and thereby facilitate seamless integration with our active duty, reserve, and civilian counterparts.

AUXMT gives Auxiliarists a basic understanding of our human relations policies, guides to personal safety, organizational security, and the National Incident Management System (NIMS). The announcement states:

“To be considered ready to serve and in good standing with one of the nation’s premiere volunteer organizations, members must conform to these training requirements.”

Three Training Categories

AUXMT mandates the following types of courses:

1. Courses that must be successfully completed by the end of the first full year of enrollment and then once every five years thereafter:
 - a. Building Resilience and Preventing Suicide in the CG - Course 502379
 - b. Security Fundamentals - Course 810030
 - c. Privacy at DHS: Protecting Personal Information - Course 810015
 - d. Sexual Harassment Prevention - Course 81000
 - e. Sexual Assault Prevention/Response - Course 810045
 - f. Civil Rights Awareness - Course 502319
2. Courses that must be successfully completed only once (new enrollees must complete

them by the end of the first full year of enrollment):

- a. Ethics 1 / Personal Gifts - Course 502306
- b. Influenza Training - Course 502290

3. Courses that must be successfully completed only once (new enrollees must complete them by the end of the first full year of enrollment). They can only be taken on the FEMA website, <https://training.fema.gov/is/nims.aspx>; you must register on that site to get a FEMA Student Identification Number (SID), which you’ll need to take the end-of-course exam):



YOU AND THE AUXILIARY

- a. Intro to the Incident Command System, ICS-100 – Course IS-100.b
- b. Intro to National Incident Management System – Course IS-700.a

Get Your Training Here

The Auxiliary Training Directorate Mandated Training portal (<http://wow.uscgaux.info/content.php?unit=T-DEPT&category=mandated-training>) gives you multiple ways to complete your AUXMT requirements. For example, the options to complete the eight non-FEMA AUXMT training courses are:

- a. AUXLMS online courses with automatic AUXDATA recording of successful completion (a direct link to AUXLMS: <https://auxlearning.uscg.mil/>). This is the fastest and easiest way to complete the training.
- b. *Classroom training* (e.g., at flotilla meetings). There are three ways an instructor may present the class (the instructor remains responsible for completing the requisite ANSC-7039 Workshop Mission and Attendance

Report form at the conclusion of the class):

- a. AUXLMS: instructor log into AUXLMS with their own account and projects the online course on a screen.
- b. PowerPoint Slide Presentation: The instructor downloads PowerPoint presentations for each course and then projects the slides to the class, as with any other course.
- c. Video: The Auxiliary Training Directorate is developing voice-over PowerPoint videos that will be completed for all eight (8) non-FEMA courses. These videos will be made available on the Mandated Training portal as they are completed. This option may be used for both classroom and individual training situations.
- c. *Self-Certification*. This is for the exceptional case where neither online nor classroom training is readily available. See your flotilla FSO-MT if you fall into this category.

What Are the Policy Changes?

With the rollout of these new AUXMT delivery options, new incentives for completion and consequences for failure to complete will become effective on January 1, 2016.

“General” policy changes are as follows:

- a. All Auxiliarists with a Base Enrollment Date (BED) prior to January 1, 2016, must complete AUXMT by December 31, 2016, to qualify, re-certify, and avoid being placed in “not meeting Required Yearly Requirements (REYR)” status in any competency.
- b. All Auxiliarists who have a BED after December 31, 2015, must complete AUXMT by the end of their first full calendar year to qualify in any competency.

For all Auxiliarists: after January 1, 2016, eligibility for almost all awards, elections, Auxiliary ID cards (including renewal or replacement), C-Schools, and Auxiliary missions (including Public Affairs Events) will require AUXMT completion regardless of their BED.

Semper Paratus

RRR



WATER JET DEVICES

Marine Safety Information Bulletin

By John Quinn, ADSO-PB, Senior Editor, District 7 Breeze

Connect the “hydrothruster jet” on your Personal Water Craft (PWC) to a “Jet Pack” with a 60-foot, high pressure hose, and you can literally soar above the surface of the water. The Jet Pack and similar devices are generically called Water Jet Devices (WJD). Their speed, high pressure, altitude and “the unexpected” have become the ingredients of serious safety concerns.

In response to numerous inquiries, on June 1, 2015, the Coast Guard Commandant issued Marine Safety Information Bulletin (MSIB) 04-15.

The bulletin considers the PWC and WJD as a “single vessel” when connected. Where a “passenger for hire” situation exists or when the vessel operates in navigable waters, the Coast Guard has jurisdiction. Consequently, the vessel will require a Coast Guard-issued Merchant Mariner Credential (MMC), with appropriate endorsements, and must comply with Navigation Rules. Even

when used purely for recreation, the Coast Guard will require at least one wearable Personal Flotation Device for each person onboard.

However, because of its unique design and mode of operation of WJDs, existing vessel safety regulation may not adequately address all safety concerns. Accordingly, the Coast Guard recommends developing specific safety procedures and training for both operators and passengers, such as:

- (1) Emergency procedures for injuries, drowning, loss of vessel control, and recovery of conscious persons in the water.
- (2) Adequate quick release gear and power shut off devices.
- (3) Safety briefings about communications and proper operation.
- (4) Adequate two-way communications during two person operation.

Where the Coast Guard lacks jurisdiction, a state may establish its own safety and equipment standards. However, in the absence of such regulation, Coast Guard MSIB serves as “common sense guidance” for its operation.



Above, the manufacturer of Jetlevs™ shows its Water Jet Devices (WJD—shown to the left) connected to a Personal Water Craft (PWC—at the right) by a high-pressure hose. Depending on the type of WJD, the PWC may or may not have an operator on-board.

RBR



YOU AND THE AUXILIARY

AUXILIARY RADIO COMES TO THE RESCUE

By Dave Rockwell, Flotilla 72, St. Petersburg, ADSO-CM/W

On May 17, 2015, a failure in a network router at Sector St Petersburg left the Sector Command Center and most of its Stations without access to the Coast Guard's *Rescue 21* nationwide radio system.

Rescue 21 is a sophisticated, network-based radio system that monitors marine radio distress calls. In Sector St. Petersburg, it picks up calls a minimum of 20 miles into the Gulf of Mexico.

When the router failed, the Coast Guard Stations in the Sector immediately shifted to their backup radios, but Command Duty Officer Hutchinson and Senior Chief Burke recognized that this left gaps in their radio coverage all along the coast. Accordingly, the Command Center directed the Stations to call up their Auxiliary Communications Units (ACUs) to fill as many gaps as possible. Within 20 minutes, 14 Auxiliary

radio stations were monitoring Channel 16, eliminating most of the coverage gaps 10 miles into the Gulf.

The *Rescue 21* system uses remotely operated receiver-transmitter sites located along the coast on relatively high towers. During normal days, the Coast Guard can talk to vessels in the Gulf well beyond the published 20-mile range. At the Command Center and at each Station, radio operators control the system from a Windows-based interface on their desktop computers.

When a call comes in, a line of bearing appears on the chart screen showing the approximate compass heading from each *Rescue 21* tower to the transmitting vessel. Since each operator receives signals from multiple *Rescue 21* towers, those multiple lines of bearing accurately fix the location of the vessel in

distress.

On Sunday, May 17, when the Sector and its stations lost their Internet connections, they lost access to the *Rescue 21* towers. Although they did shift to their backup radios, those radios had a shorter range, creating the gaps in coverage. That meant that vessels in distress could end up in a "dead" zone.

Fortunately, Auxiliary radio stations came to the rescue almost immediately, using Flotilla radio stations that normally support the Auxiliary vessels on patrol.

David Rockwell, Flotilla 72, St. Petersburg, stands watch at the situation desk in U.S. Coast Guard Sector St. Petersburg Command Center. He serves as District 7's Assistant District Staff Officer for Communications (West). Although he regularly augments the sector's active duty staff twice a week, Rockwell was called to duty on May 17 to activate Auxiliary radio stations to fill the gaps in coverage when the sector's *Rescue 21* radio system went down. A command duty officer oversees the Command Center, which operates 24 hours a day, every day. Auxiliary photo by Dick Risk, Flotilla 72.



YOU AND THE AUXILIARY

Fortunately for all, Auxiliary Telecommunications Operators (TCOs) are trained to virtually the same standards as active duty watch standers. By the morning of 18 May, Auxiliary Divisions 7, 8, 9, 11, and 15 had activated and were manning 21 stations. More than 50 Auxiliary members stood watches across the sector. While these radio stations do not have antennas as high as the *Rescue 21* towers, they were still able to provide nearly seamless coverage along the Florida West Coast, from Marco Island to north of Cedar Key.



Why We're "Team Coast Guard."

When the Sector Command Center sent out its call for assistance, Jack Satterfield, Flotilla Staff Officer for Communications (FSO-CM) Flotilla 72 had his "Boca Ciega Radio" up and running in 15 minutes. Dave Rockwell, Assistant District Staff Officer for Communications (West) (ADSO-CM/W) reported immediately to the Sector Command Center as a direct augmentee where, armed with a call-up list for all Auxiliary radio operators within the Sector, he worked throughout the outage.

When Auxiliary radio operators got their call, they worked through their Division chain of command according to a previously established plan, and got up and running quickly. In short order, there were five Divisions, 21

stations, and 50 Auxiliarists working seamlessly.

During the operation, Flotilla 86's Venice Radio picked up a *Mayday* call from a burning vessel before any active duty unit. Venice Radio immediately notified Station Cortez and helped coordinate responding units, including the Sarasota Sheriff's Office.

Around 5:00 PM on May 18, all network connections were re-established, and the Auxiliary radio stations stood down.

Sector St. Petersburg leadership praised the efforts of the Auxiliary. The Auxiliary Communications Staff is now working closely with the Sector Command Center to turn the lessons learned during this contingency into an Incident Action Plan template. *Bravo Zulu!*

RRR

Jack Satterfield, Flotilla 72 Staff Officer for Communications, operates "Boca Ciega Radio," a privately owned station located in his home in St. Petersburg Beach, Fla. Auxiliary photo by Dick Risk, Flotilla 72.



YOU AND THE AUXILIARY

WHAT DID YOU DO FOR NOW THAT NATIONAL SAFE BOATING WEEK (NSBW)?

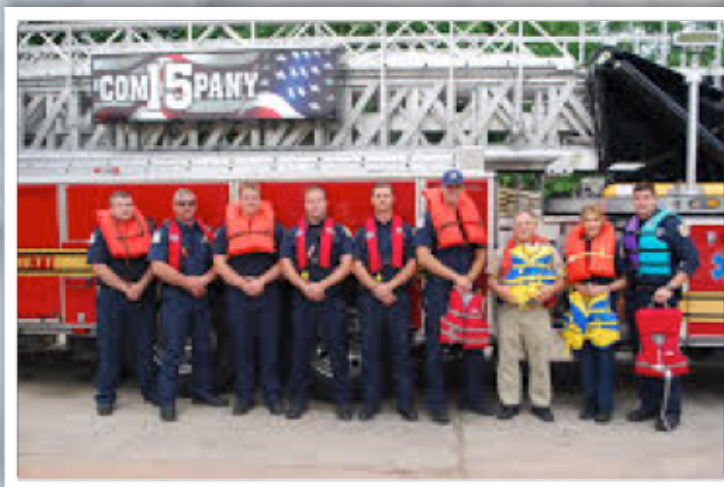
By Bill Griswold, DSO-SLO, BC-BLN

Now that National Safe Boating Week (NSBW) is in our wake, a big question washes up, “what did you do for NSBW?”

There are many stories of what you, your shipmates and your fellow boaters did to acknowledge the “Week.” The tone was set on May 15th with National Wear Your Life Jacket to Work Day, a new twist to raise awareness for life jackets. In the past, people wore them in dentist’s offices, in schools, in the firehouse, and in corporate boardrooms.

Mostly, curious associates asked, “Why the life jacket?” While we might answer “rising waters,” “the dam may break,” or “the tide’s coming in,” the real answer is that this is a teachable moment—the chance to impart some information about the importance of wearing a life jacket.

Close to home, in Division 2, Bruce Lindsey, DVC-BR, who volunteers at his county Fire Department, brought life jackets to work and took the above photo



Members of the Gwinnett County (Florida) Fire Department, Station 15, donned life jackets to participate in the *Wear It!* event that kicked off National Safe Boating Week. Auxiliary photo by Bruce Lindsey, Flotilla 25, DVC-BR

with the help of the Department’s Public Affairs Officer. This picture then went up on the department’s website.

Then on May 16 we had “Ready-Set-Wear It” events. This brainchild of Rachel Johnson, Executive Director of the National Safe Boating Council, gathers

people into a group picture wearing life jackets. For emphasis, those with inflatable jackets pull the cord on a count of three, both demonstrating the product and wowing the assembled. Even family dogs have joined these groups, wearing their PFDs.

The result – every year since its inception, a new world’s record has been set. In 2015, 10,917 people (and an unknown number of dogs) participated. Did you?

This event has spread far beyond our borders to include Australia, Bermuda, Brazil, Canada, China, Finland, Hungary, Japan, Nigeria, South Korea and Vietnam – 257 events overall. What a great way to raise awareness.

Safe Boating Week—The Week that Was

Continue on page 32 ...



YOU AND THE AUXILIARY

Events took place everywhere. Some centered on vessel safety checks at local boat ramps; public education classes; and proclamations signed by governors, commissioners, mayors and other dignitaries.

Some flotillas publicized the week with press releases to local media. In some areas, various organizations and businesses joined forces to send a safe boating message to the public. Coast Guard helicopters and facilities joined some demonstrations. One year, we even had the Goodyear blimp. This year, events large and small combined involve thousands of folks. Were you part of the scene?

Capture the Moments

What we need to do now is gather up your stories. While the Safe Boating Council records the "Ready Set Wear It" events, they also need your own stories of success and new ideas. Your Public Affairs Officers could write up what went down in your area and send them to

Diane Riggan, the Auxiliary National Branch Chief for the National Safe Boating Week (diane@riggan.net). The more reports she gets the better. She can review your articles for new ideas and successes, and then share them with us all.

So, toot your horn! Let everyone know that your unit really made a difference. America's boaters are really glad you are on the job, but we know we can always do better.

Rachel Johnson, Executive Director of the National Safe Boating Council, agrees. First of all, she thanks Team Coast Guard, not just for what we do to promote boating safety during National Safe Boating Week, but year-round. She also believes that our commitment to safer boating and our one-on-one connections with boaters is helping all share the "Wear It!" message and, thereby, make our nation's waters safer each year.

She also encourages us all to "toot our horn" and to share our stories with Diane

Riggan. We can learn from our successes, and help the National Safe Boating Council to improve its communications. They stand ready to help us any way they can.

Build on Our Success

Let's build on our success and begin preparing for next year. Mark your calendar for these important dates:

- Wear Your Life Jacket to Work Day - May 20, 2016
- "Ready, Set, Wear It!" Life Jacket World Record Day - May 21, 2016
- National Safe Boating Week - May 21 - 27, 2016.

Semper Paratus



YOU AND THE AUXILIARY

Ready, Set, Wear It!

New Life Jacket World Record Set



This year, 10,917 boaters around the globe shattered records for the most life jackets worn on the same day during the sixth annual [Ready, Set, Wear It! Life Jacket World Record Day](#)!

The National Safe Boating Council and Canadian Safe Boating Council partnered to support the event, part of the yearlong [Wear It! campaign](#) to promote boating safety and voluntary wear of life

jackets. More than 30,000 people have participated in the event since 2010! A big "thank you" to the many boating safety educators and volunteer organizations that hosted 257 events on May 16. Also, thanks to marine retail sponsors Cabela's and West Marine for their hard work to make this annual event fun and educational about boating safety and the importance of life jacket wear.

Get Social with #WearIt

Share with us on [Facebook](#), [Twitter](#) and [Instagram](#) how you're promoting boating safety. #wearit



YOU AND THE AUXILIARY



The National Safe Boating Council and Canadian Safe Boating Council partnered to support the event, part of the yearlong *Wear It!* campaign to promote boating safety and voluntary wear of life jackets. More than 30,000 people have participated in the event since 2010.

YOUR BOATING DOLLARS AT WORK

Produced under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.



YOU AND THE AUXILIARY

Go Boating Bilingual Activity Book

Within Reach Publishing has a new Boating Safety Sidekicks *Go Boating* bilingual activity book. The creators of the *Boating Safety Sidekicks*, Within Reach Publishing has been producing Sidekicks activity books since 1999

Initially released through the National Safe Boating Council in 2000, the original version of *Go Boating* has educated

millions of youth on the importance of wearing a life jacket and the basics of safe boating. The company offers case-quantity distribution for non-profit organizations.

The books provide a one-on-one learning interface that enables children to progress at their own pace and share the information with others. This book can be ordered online at www.BoatingSidekicks.com

Within Reach Publishing also offers a companion website at www.BoatingSidekicks.com. Within Reach Publishing has also created the Wear It! North American Safe Boating Campaign logo and collateral media materials. For other book titles in the Boating Safety Sidekicks series, visit the National Safe Boating Council's website at www.SafeBoatingCouncil.org



RBR



Fewer Boating Fatalities in 2013

In a recent [press release](#), the National Transportation Safety Board (NTSB) reports that, in 2013, marine deaths dropped from 711 to 615, with the vast majority of these deaths (560) occurring in the recreational boating sector.



YOU AND THE AUXILIARY

COAST GUARD AUXILIARY 2015 NATIONAL CONVENTION

August 27th-30th in San Antonio

NACON 2015 in San Antonio – This year's convention has a lot going on – from informative workshops to some great networking opportunities, along with a chance to get a behind the scenes view of the Auxiliary organization at work.

The workshops have something for everyone. If you want to improve your teaching or recruiting skills, there are sessions for you. If technology interests you – there's something for you as well. How about using Social Media to help your unit in many different ways? These are just a few of the opportunities available. Check out the entire NACON

schedule by going to <http://cgauxa.org/nacon-2015-schedule.pdf>, and see the workshop descriptions at <http://cgauxa.org/nacon-2015-workshops.pdf>.

It is not all work at NACON. Two major events –

- Friday night's Texas Roundup is informal and offers you the chance to meet old and new friends from the Auxiliary who perhaps you have spoken to but never met. Get into your best Western Garb and join the fun.
- Saturday night is the Commodore's Banquet – share a formal dinner, listen to the Commandant of the Coast Guard as keynote speaker, and talk with

your colleagues and old and new friends.

San Antonio is a destination for the whole family, so don't hesitate to bring them and join us on the Riverwalk. Take a look at what is being offered and sign up now at <http://cgauxa.org/nacon-2015.php>.

R R R



FEATURE ARTICLES

ARTICLES:

Auxiliary Photos Become Works of Art in Florida Restaurant.....	36
Fewer Boating Fatalities in 2013.....	37
National Safe Boating Week 2015.....	38
Coast Guard Releases 2014 Recreational Boating Statistics.....	40
PFDs, TCT, and Fenders.....	41
Standing with our RBS Partners.....	43
Recreational Boating Statistics.....	44
Auxiliary Members Take to the Air at AUXAIR Workshops.....	46
Interview for Hurricane Season Special.....	47
Coast Guard Cautions Boaters about Unsafe Reef Lights	47



COAST GUARD AND AUXILIARY PHOTOS BECOME WORKS OF ART IN FLORIDA RESTAURANT

By Art Slepian, Branch Chief, Publications Division, Public Affairs Directorate

Originally posted on Coast Guard Auxiliary Live; A slightly different version was published in the Flotilla 51 newsletter.

Why are photographs of Coast Guardsmen and Auxiliarists in the lobby of an Applebee's restaurant in Greenacres, Florida?

When visitors to that restaurant step inside, they see a mural-size photograph of a Coast Guard change of command ceremony, and framed photographs of active duty Coast Guardsmen and an Auxiliarist.

The location does seem unusual. However, this Applebee's has a reputation for offering complimentary meals to active duty military personnel and to veterans on Veterans Day.

The owners of the restaurant, Doherty Enterprises of Allendale, N.J., say that the Coast Guard and Auxiliary are an important part of their local community, and these small acts are their way to show continued support for the armed forces of the United States. Other organizations with a local connection also have a place on the restaurant's walls.

The change of command ceremony photographed in this mural occurred at the Lake Worth Inlet Station in August of 2011. It shows the departing station commanding officer, the arriving station commanding officer, and the commander of Coast Guard Sector Miami.

The Auxiliarist is a District 7 staff officer and a member of Flotilla 51.

"We understand that the Coast Guard Auxiliary supplements and lends support to the U.S. Coast Guard, and we recognize the important role [Auxiliarists] play in enhancing safety on waterways and along coastal regions," a restaurant spokesperson said, explaining why the Auxiliary appears alongside the active duty Coast Guard.

The mural and photographs were unveiled in December of 2014, when the restaurant reopened after renovations. When seeking images of organizations that make the local community a better place to live, restaurant management had reached out

to the Coast Guard and Auxiliary.

The mural and photographs will adorn the walls for at least four years, at which time the restaurant will ask for more current images of community organizations.



This photo, taken at the August, 2011, change of command ceremony at Coast Guard Station Lake Worth Inlet, has been enlarged and turned into a mural in the lobby of an Applebee's restaurant in Greenacres, Fla. Coast Guard Auxiliary photo.





Flotilla 51 Auxiliarist Angela Pomaro, District 7 Staff Officer for Human Resources, is featured among the photographs in the lobby of an Applebee's restaurant in Greenacres, Fla. Coast Guard Auxiliary photo.

RBR



Fewer Boating Fatalities in 2013

In a recent [press release](#), the National Transportation Safety Board (NTSB) reports that, in 2013, marine deaths dropped from 711 to 615, with the vast majority of these deaths (560) occurring in the recreational boating sector.



NATIONAL SAFE BOATING WEEK 2015

By John Quinn, ADSO-PB, Breeze Senior Editor

Recreational boating safety (RBS) is a top priority for the Auxiliary 24/7 and 365 days a year. However, National Safe Boating Week (NSBW), the seven days before every Memorial Day Weekend, acknowledges the official opening of the boating season in most of the country. Every year, the Coast Guard and its RBS partners strive for a nationwide media blitz to heighten public awareness and promote improved recreational boating safety. For example, many boaters now recognize the “Wear It!” initiative to promote life jacket use and other efforts to promote safe boating education.



The North American Safe Boating Campaign began modestly in 1958 and has grown significantly since. This campaign is now run by the National Safe Boating Council, through a grant from the Coast Guard, and seeks to coordinate the efforts of RBS partner organizations, including the Coast Guard, Auxiliary, U.S. Power Squadrons, State Boating Law Administrators and the Red Cross.

So, how are we doing? On May 13, 2015, the US Coast Guard released its 2014 Recreational Boating Statistics (<http://www.uscgboating.org/library/accident-statistics/Recreational-Boating-Statistics-2014.pdf>). The good news is that the years 2012 to 2014 collectively set record lows for accidents, deaths and injuries. The bad news is that this still meant 5.2 deaths per 100,000 registered recreational vessels and approximately \$39 million in property damage.

Captain Jon Burton, director of inspections and compliance at U.S. Coast

Guard Headquarters, expressed appreciation for the work of partner organizations to promote boating safety. “Together, we focus on the important role of life jacket use, navigational knowledge and safe, sober boating to prevent accidents,” he observed.

The following statistics demonstrate where work remains to be done:

- Alcohol use was the leading factor in 21 percent of boating fatalities.
- The top five factors in accidents were operator inattention, improper lookout, operator inexperience, excessive speed and alcohol use.
- Where cause of death was known, 78 percent of fatal boating accident victims drowned; of those, 84 percent were not wearing life jackets.

Where boating instruction was known, 77 percent of deaths occurred on vessels where the operator had not received safe boating instruction.



FEATURE ARTICLES

- Vessel types most commonly involved in accidents were open motorboats, personal watercraft and cabin motorboats.
- Vessel types with the highest number of fatalities were open motorboats, canoes and kayaks.

How did your flotilla or division NSBW campaign fare this year? If there is room for improvement, the statistics suggest focusing on these key behaviors for boating responsibly - urge recreational boaters in your Area of Responsibility to wear a life jacket; take a boating safety

course; get a free vessel safety check; and avoid alcohol use! For more information on boating responsibly, please visit:

www.uscgboating.org

RBR

Federal Emergency Management Agency (FEMA) Mobile App:



The Federal Emergency Management Agency (FEMA) recently updated its mobile app to help you stay informed of significant weather events. It also offers safety tips to personnel residing in the geographically affected area. Some of the key features of the application include:

- Receive weather alerts directly from the National Weather

Service for any area selected

- Provide safety tips to personnel seeking guidance on how to prepare for and deal with a variety of significant weather related events
- Direction finder to locate the nearest open shelters and open disaster recovery centers when needed.

The free FEMA mobile app can be downloaded in the [App Store for Apple devices](#) and [Google Play for Android devices](#).



FEMA



FEATURE ARTICLES

U.S. COAST GUARD RELEASES 2014 RECREATIONAL BOATING STATISTICS REPORT

(Official Press Release available [here](#)).

Submitted by Bill Griswold, DSO-SLO, BC-BLN

Statistics; <http://www.uscgnews.com/go/doc/4007/2504554/>

WASHINGTON — The U.S. Coast Guard recently released its 2014 Recreational Boating Statistics, revealing boating fatalities that year totaled 610, the second-lowest number of yearly boating fatalities on record.

From 2013 to 2014, **deaths increased from 560 to 610, an 8.9 percent increase, injuries increased from 2,620 to 2,678, a 2.2 percent increase and the total number of accidents increased from 4,062 to 4,064, a 0.05 percent increase.** Even with these increases as compared to the record low year of 2013, 2012 to 2014 collectively set record lows for accidents, deaths and injuries.

The fatality rate of 5.2 deaths per 100,000 registered recreational vessels reflected a 10.6 percent increase from the previous year's rate of 4.7 deaths per 100,000 registered recreational vessels. Property damage totaled approximately \$39 million.

"We thank our partners for their work in boating safety, **particularly for the Wear It!** and other key outreach initiatives promoting life jacket use, boating education efforts, and Operation Dry Water activities. Together, we focus on the important role of life jacket use, navigational knowledge and safe, sober boating to prevent

accidents," said Capt. Jon Burton, director of inspections and compliance at U.S. Coast Guard Headquarters.

The publication states **alcohol use was the leading contributing factor in fatal boating accidents**; it was listed as the leading factor in 21 percent of the deaths. *Operator inattention, improper lookout, operator inexperience, excessive speed and alcohol use ranked as the top five primary contributing factors* in accidents.

Where the cause of death was known, **78 percent of fatal boating accident victims drowned**; of those drowning victims, **84 percent were not wearing a life jacket**. Where boating instruction was known, **77 percent** of deaths occurred on vessels where the **operator had not received boating safety instructions**. The most common types of vessels involved in reported accidents were open motorboats, personal watercraft and cabin motorboats. The vessel types with the highest number of fatalities were open motorboats, canoes and kayaks.

The Coast Guard reminds all boaters to boat responsibly while on the water: wear a life jacket; take a boating safety course; get a free vessel safety check; and avoid alcohol or other impairing substance consumption.

To view the 2014 Recreational Boating Statistics, please visit <http://www.uscgboating.org/library/accident-statistics/Recreational-Boating-Statistics-2014.pdf>.



For more information on boating responsibly, please visit www.uscgboating.org.

Follow this link to FB *Wear-It* photos

<https://www.facebook.com/ReadySetWearIt?ref=hl>



PFDs, TCT, and Fenders

By Linda Jones, IPFC and FSO-PA, 15-1

PFDs, TCT and fenders...what do they have to do with Alaska? Auxiliarists Don and Linda Jones, Flotilla 15-1, Crystal River, Fla., found out on their cruise to Alaska this past summer.

The first thing all cruise line passengers experience is the “muster” drill. This exercise informs you where to go in the event of a catastrophe and you need to abandon ship. During the drill you are shown how to wear the life vest (PFD) found in your cabin. The cruise line was so serious about this drill that they even took attendance.

As Auxiliarists, we are well aware of how important it is to know how to put on a

life jacket, follow instructions, and practice. We paid very close attention to the directions. Once the drill was over, passengers were allowed to continue about their day.

The next day, when pulling in to our first port, we saw what Auxiliarists would call Team Coordination Training (TCT) in action. Three crew members stationed on the dock worked together to move the lines over the huge Samson posts. It wasn't an easy task. Looking down toward the dock, we were amazed to see the size of the fenders placed between the ship and the dock. They were bigger than our boat at home.

Tying up—look at the size of those lines. Auxiliary photo by Linda Jones



PFD's came into play again during the trip when we took a helicopter ride to the glaciers. Since we would be flying over water for part of the trip, it was required that we wear the inflatable PFD's around our waists.



Park Ranger craft approaching the ship. Auxiliary photo by Linda Jones



FEATURE ARTICLES

As we made our way into Glacier Bay, we observed the Captain on the bridge with his binoculars. He slowed the ship down to allow the U.S. Park Service boat to pull close. One of the Park Rangers boarded our ship so he could narrate the trip through Glacier Bay. This was

another example of TCT. The onboard crew worked together to make the Park Ranger's boarding a safe one while the ship continued to move forward.

Visiting Alaska was a trip of a lifetime. Who knew it would be made even more

interesting by the correlations we made with our Auxiliary experience.

PFDs – yes! TCT – always! Fenders – a must!



Don & Linda Jones on an Alaskan glacier.
Photo by helicopter pilot Glen Smith



Now that's a fender! Photo by Linda Jones

R R R



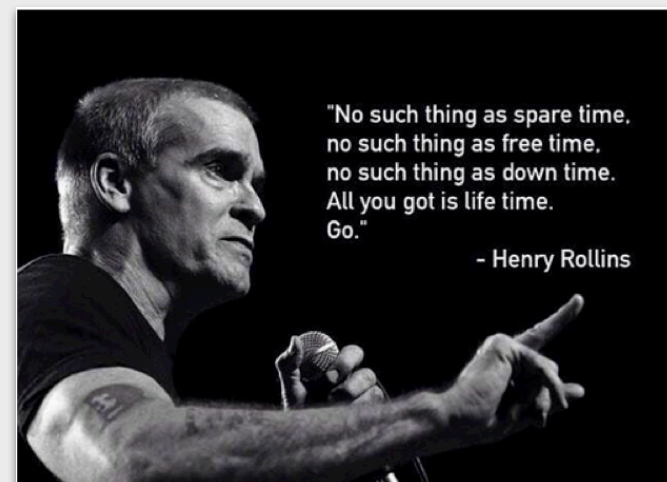
STANDING WITH OUR RBS PARTNERS

From the International Boating Water Safety Congress ... United States Power Squadrons (USPS) Chief Commander Robert Baldridge with the 3 Auxiliarists who oversee the programs in which the USPS and Auxiliary serve together, as force multipliers to the Coast Guard. From left to right, Mr. Kelley Townsend, Director of RBS Outreach, USPS Chief Commander Baldridge, Andy Render, Deputy Director of "V" Directorate (oversees Vessel Safety Checks and Marine Dealer Visitation), and Joe Reichal, Branch Chief of the Marine Dealer Visitation (PV) program.

RBR



Brought to our attention by
"C.C.", Law Enforcement
Officer, U.S. Coast Guard,
District 7



FEATURE ARTICLES

RECREATIONAL BOATING STATISTICS

By Festus & Barbara Burchfield, SLO-SC State Liaison Officers-South Carolina

South Carolina Department of Natural Resources (DNR), Accidents & Investigations office released the following recreational boating statistics on April 9, 2015, with some prior year revisions. Reported accidents are trending upwards in recent years and the number of registered motorboats continues to rise significantly.

THE PAST 10 YEARS

South Carolina Recreational Boating Accidents 2005 – 2014

Year	Recreational Boating Accidents	Recreational Boating Fatalities	
2014	127	15	1*
2013	108	28	4*
2012	111	14	3*
2011	98	19	4*
2010	107	26	4*
2009	96**	29	4*
2008	140	29	4*
2007	123	16	1*
2006	130	14	3*
2005	123	13	2*

* Represents the number of private pond fatalities that are included in the total. Boating safety regulations are not enforced on private ponds.

** Represents the total number of reportable accidents with the damage amount going from \$500.00 to \$2,000.00 this year.



FEATURE ARTICLES

During the weekend of March 27-29, DNR unveiled its Boating Virtual Trainer (BVT) at the Palmetto Sportsmen's Classic. The Trainer captured the attention of all ages, who lined up to operate it.

Captain Billy Downer, SCDNR Law Enforcement Education, and Festus Burchfield, State Liaison Officer and Flotilla Commander 12-3, were pleased with the performance features of the simulator. Several menu options offer scenarios designed to teach operators how to handle a boat, recognize buoys and markers, and teach basic boating rules. The BVT mobile unit houses a modified Pioneer center-console boat with the BVT simulator to give boaters a near-real experience.

Year	Registered Motorboats
2014	485,253
2011	447,227
2005	415,993
2001	381,411
1973	128,000

South Carolina waterways:

Rivers 8,000 miles

Coastline 3,000 miles

Lakes 460,000 acres



RBR



AUXILIARY MEMBERS TAKE TO THE AIR AUXAIR WORKSHOPS

By Mike Le Blanc, ADSO-PB District 7

Auxiliary members from around the country gathered at CG Air Station Savannah 10-11 April and CG Air Station Clearwater 25-26 April for the 2015 AuxAir Workshop. The United States Coast Guard hosted the 2 day event to

instruct pilots, crew members and observers with the latest techniques in identifying various types of spills, navigation and crew safety. The attendees are also required to pass both the swim test and egress training yearly to remain certified to fly. The Aux Air program is an essential part of the Coast

Guard mission and auxiliary crews routinely fly SAR missions on a regular basis and are responsible for saving countless lives through their dedicated service. Thank you USCG for your hospitality and we will see you again next year.



Jim Parker prepares to climb aboard at CG Station Ponce Inlet. Auxiliary photo by Bill Scholz



Joe Bonaccorse "touches down" at CG Station Ponce Inlet. Auxiliary photo by Bill Scholz



Dr. Mark Perni and Bill Scholz, both of Flotila 17-10 attend the AUXAIR Workshop at Air Station Clearwater. Auxiliary photo.

- R R R -



INTERVIEW FOR HURRICANE SEASON SPECIAL

By William Swank -

MIAMI- Coast Guard Auxiliarist Jim Shea (left), Flotilla 6-10, recently teamed up with Coast Guard 7th District Public Affairs official (PAC) Ryan Doss (right), to help WLPG-TV (Channel 10) viewers in South Florida prepare their recreational vessels for the onset of the 2015 hurricane season that begins June 1.

Jim and Chief Doss walked Channel 10 weather personalities Max Mayfield, former director of the National Hurricane Center in Miami, and Julie Durda through necessary safety precautions to take before the storm arrives. They also demonstrated appropriate safety equipment boaters should have on

hand and how to properly tie up their boats at the dock to prevent or minimize storm damage. The television special aired May 31.

Auxiliarist Jim Shea (left) and Coast Guard 7th District Public Affairs officer Ryan Doss (right), help WLPG-TV (Channel 10) tell their viewers in South Florida how to prepare their recreational vessels for the 2015 hurricane season. Auxiliary photo by Bill Swank, District 7 ADSO-PA Special Projects.

-BBB-



Coast Guard Cautions Boaters about Unsafe Reef Lights in Florida Keys...

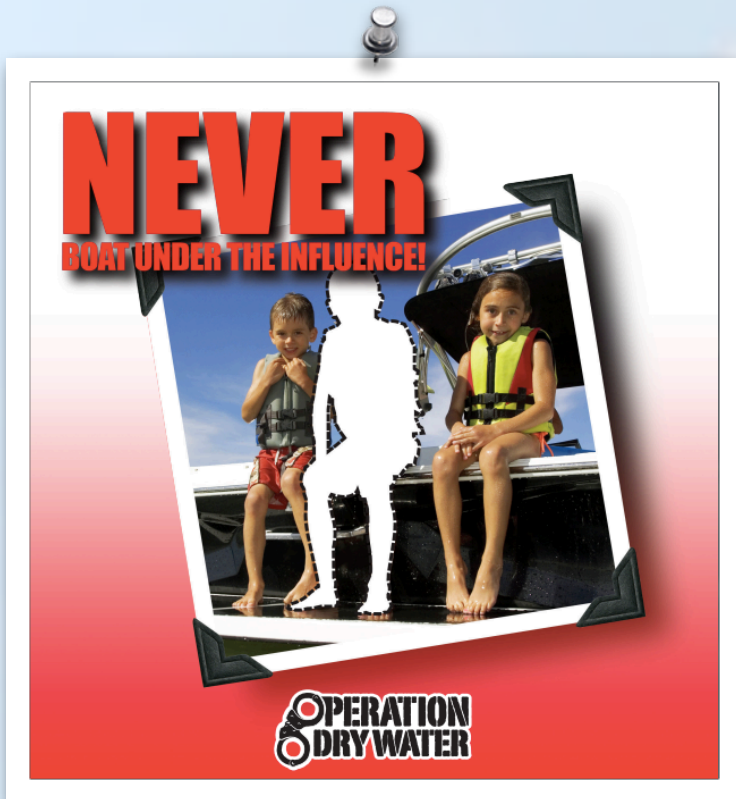
U.S. COAST GUARD NEWSROOM

MIAMI — The Coast Guard recently directed mariners to not climb historical reef lights in the Florida Keys because structural deterioration has left them unsound. These lights include Alligator Reef Light, American Shoal Reef Light, Carysfort Reef Light, Sand Key Reef Light, and Sombrero Key Reef Light.

While these structures are not at risk of collapsing, the Coast Guard has been determined that they are unsafe for climbing. [More information here...](#)



National Boating Under the Influence Awareness and Enforcement Campaign



Video PSAs at <http://www.operationdrywater.org/psa>



<http://www.operationdrywater.org/>

ABOUT BUI

Alcohol use is the leading contributing factor in recreational boater deaths

ODW CAMPAIGN

A national year-round campaign to raise awareness about the dangers of boating under the influence

TAKE THE PLEDGE

Pledge to never boat impaired and help us put an end to boating under the influence



TEAM COAST GUARD

ARTICLES:

Caught off Guard...Saluting.....	50
Office of Auxiliary & Boating Safety Launches Redesigned Website.....	53
US Coast Guard Declaration of Rescue 21, Sea Area A1.....	54
US Coast Guard Releases Boating Safety App.....	55
What's Wrong with this Picture?.....	57
First Annual Great Yankeetown Chili Taste-Off.....	59



CAUGHT OFF GUARD... SALUTING

By Constance O. Irvin, DSO-PA D7



The last commercial sailing ship, Pamir, to round Cape Horn in 1949

Recently I attended an Auxiliary Air (AUXAIR) workshop at the Clearwater Air Station and found myself in an embarrassing situation. A Coast Guardsman saluted me as I

While we put on our uniform voluntarily, once we put it on, we commit to wear it with pride and to honor certain military customs

passed by him on my way to the galley. It was a quick salute and he was by so fast, that I didn't return it. I went after him and apologized for not returning the salute.

Then I said, "You don't have to salute Auxiliary members. We hold no rank."

He responded, "I know, but I did it out of respect for your office."

Mutual Respect

That was a lesson for me and it made me wonder if most Auxiliarists know when to salute.

Since our shoulder boards give the appearance of rank to most members of the Armed Forces, they may well salute you. After all, saluting is a long established form of greeting and respect and among members of the military.

Correspondingly, we are expected to render a correct salute to officers from all branches of the US military—especially those with a higher rank than the equivalent of the insignia of the office that we wear.



TEAM COAST GUARD

In short—especially when visiting a Coast Guard facility or attending an official event—you may find yourself in a position where a salute is in order.

It made me wonder if Auxiliarists know when to salute...

Auxiliary members who formerly served in the Armed Forces know that, when in uniform and outdoors, a salute for Morning or Evening Colors is rendered.

A salute is also customary, when in uniform, as you go aboard a Coast

Guard or other military installation. The playing of the National Anthem or Taps is another occasions that requires a salute when the flag is posted and you are in uniform, wearing a “cover.” In this case, the salute is held until the end of the Anthem or Taps.

There are other instances when salutes should be rendered while in uniform. Chapter 12, Section A of our Auxiliary Manual has some excellent information on saluting. If you have not taken time to look through the manual about when or when not to

salute, please do so. There are only three pages covering this important part of military courtesy.

If you were not in the military and are not sure how to salute properly, ask someone who served to show you a proper salute.

Proper saluting is a lesson that could be taught at a flotilla meeting (see below).

In short, don’t get caught off guard like I did ... Be prepared. That’s what *Semper Paratus* means.

Pay grade	O-10	O-9	O-8	O-7	O-6	O-5	O-4	O-3	O-2	O-1
Insignia										
Title	Admiral	Vice Admiral	Rear Admiral	Rear Admiral (lower half)	Captain	Commander	Lieutenant Commander	Lieutenant	Lieutenant (junior grade)	Ensign
Abbreviation	ADM	VADM	RADM	RDML	CAPT	CDR	LCDR	LT	LTJG	ENS

[United States Coast Guard](#) officer rank insignia describes an officer's pay-grade.

Rank is displayed on collar devices, shoulder boards, and on the sleeves of dress uniforms.

United States Coast Guard and Auxiliary Officer Rank Insignia
From Wikipedia, the free encyclopedia



TEAM COAST GUARD

Officers in the Auxiliary “do not hold military rank, but they do wear U.S. military style officer insignia that denote their office. The Coast Guard Auxiliary has two parallel rank structures, one for elected, and one for appointed officers. Each level of the organization elects officers; these, in turn, appoint technically qualified auxiliarists to oversee specific unit programs and missions.” — https://en.wikipedia.org/wiki/United_States_Coast_Guard_Auxiliary



USCG Commandant Admiral Paul F. Zukunft.
Photo by USCG

Appointed rank structure of the United States Coast Guard Auxiliary								
	Deputy National Commodore	Assistant National Commodore	National Directorate Director	District Directorate Chief; National Division Chief	District Staff Officer	Assistant District Staff Officer	Division Staff Officer	Flotilla Staff Officer
Elected rank structure of the United States Coast Guard Auxiliary								
National Commodore	Vice National Commodore Deputy Nat'l Comm.	District Commodore	District Captain	Division Commander	Division Vice Commander	Flotilla Commander	Vice Flotilla Commander	



Members of Flotilla 9-10 practice saluting during a flotilla meeting. Auxiliary Photo by Terry Burton, Flotilla 9-10. Ft. Myers, Fla.



RBR

U.S. Coast Guard Office of Auxiliary and Boating Safety Launches Redesigned Boating Safety Website



From 2015 February Bulletin of the *National Boating Federation eBulletin*

[Click here to view the complete message.](#)

The U.S. Coast Guard's Office of the Auxiliary and Boating Safety recently launched its redesigned Boating Safety website to provide easier navigation to information that the recreational boating community can use.

"The newly designed website has a fresh look that is aligned with our strategic partners' visions for what is important to the recreational boating public," said Captain F. Thomas Boross, Chief of the Office of the Auxiliary and Boating Safety, in Washington, D.C. "This new design is our first enhancement in over five years." The redesign of www.uscgboating.org offers users —manufacturers, boating

safety partners or recreational boaters — a more streamlined route to find the information they seek with a minimum number of keystrokes.

Three main sections each focus on information specific to recreational boaters, product manufacturers or boating safety partners. Drop-down menus lead to regulations, product defects and safety recalls, and statistics. Other divisions provide conduits to broader data selections, laws, grant information and imagery libraries on the site, as well as information on the Coast Guard's Federal Advisory

Committee, the National Boating Safety Advisory Council.

"The Coast Guard's Boating Safety website has long been one of the most heavily visited websites in the United States for data and information concerning recreational boating safety," said Boross. "We strive and will continue to provide a premier compendium of informational assistance to the boating community

-B B B-



US Coast Guard Declaration of Rescue 21, Sea Area A1

The US Coast Guard issued a notice announcing the declaration of Sea Area A1 in certain areas off the coast of the United States based upon the performance of the Coast Guard Rescue 21 System and in accordance with the SOLAS Convention. The areas included in this designation are: the East, West,

and Gulf coasts of the United States, excluding Alaska, and including Hawaii, Puerto Rico, the US Virgin Islands, Guam, and the Northern Mariana Islands of Saipan, Tinian, and Rota. These areas are where more than 90% of the area within 20 nautical miles seaward of the territorial baseline is within coverage of

the Coast Guard very high frequency (VHF) Coast Stations that provide both a continuous watch for Digital Selective Calling (DSC) distress alerts on Channel 70 and a capability to respond to distress alerts. [80 Fed. Reg. 2722](#) (1/20/15).

- R R R -



CG Rescue Swimmer Drill Video

http://www.soundingsonline.com/dispatches/293729-video-rescue-me/?utm_source=soundings-enewsletter&utm_medium=email&utm_content=textlink&utm_campaign=enewsletter-0605

Thanks to Tom Violante, BC-BLP



US Coast Guard Releases Boating Safety App

The Coast Guard recently released its first boating safety mobile “app” in time for National Safe Boating Week.

The Boating Safety Mobile app was not designed to replace a boater's marine VHF radio, which the Coast Guard strongly recommends all boaters have aboard their vessels. The app mainly provides additional boating safety

The Boating Safety Mobile app was not designed to replace a boater's marine VHF radio... it provides additional boating safety resources

resources for mobile device users.

The app is available on the Apple and Google Play online stores or from <http://www.uscg.mil/mobile>.

Features of the app include state boating information; a safety equipment checklist; free boating safety check requests; navigation rules; float plans; and calling features to report pollution or suspicious activity.

When users enable location services, they can receive the latest weather reports from the closest National Oceanic and Atmospheric Administration weather buoys as well as report the location of a hazard on the water.

The app also features an Emergency Assistance button which, *with locations services enabled*, will call the closest Coast Guard command center.

The app is self-contained, so personal information is stored on the phone and is not sent to the Coast Guard unless the user chooses to send it. The Coast Guard does not track a user's location,

Personal information is not sent to the Coast Guard unless the user chooses to send it

and the app does not track a user's location unless the app is being used.

The app was developed over a two-year period with BastayaPR, a non-profit organization in Puerto Rico.

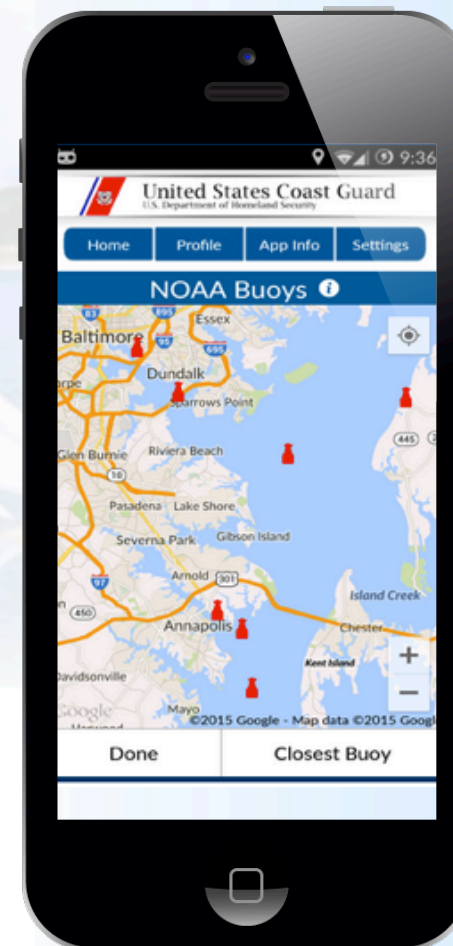
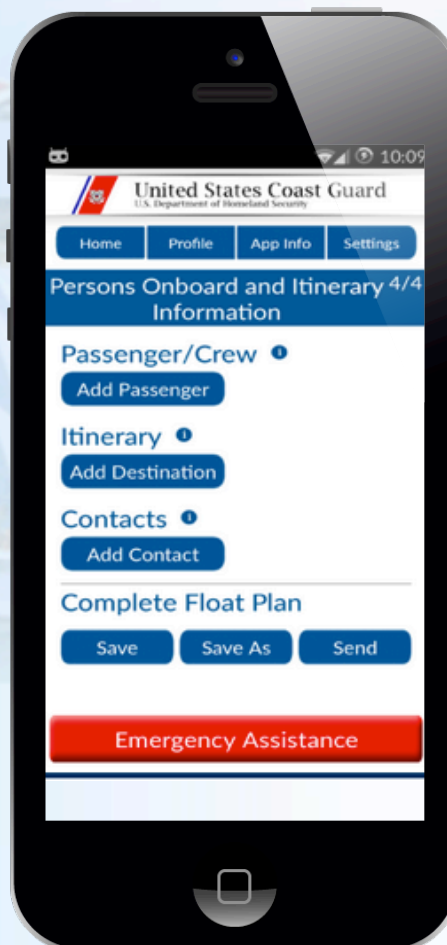
[*Note: Read the story of the personal tragedy that led “Basta Ya!” (which, in Spanish, means “Enough Already!”) to develop the app in D7’s HR publication, [Connection](#). – Eds.]*

For more information on National Safe Boating Week as well as general boating safety information, please visit <http://www.safeboatingcampaign.com/> and <http://www.safeboatingcouncil.org>.



TEAM COAST GUARD

For more information on the app, please visit <http://www.uscg.mil/mobile> or contact
USCG Lieutenant Anastacia Visneski at (202) 372-4648.



- R R R -



WHAT'S WRONG WITH THIS PICTURE?



Today, I received this photograph revealing improper wear of the U.S. Coast Guard Auxiliary uniform. The photo arrived on my desk from a retired member of the U.S. Coast Guard.

Please help spread the message to all members of the Auxiliary that no part of the uniform distinctly belonging to the Coast Guard Auxiliary may be worn with civilian clothing.

Likewise, no civilian clothing items will be worn when in uniform.

The Coast Guard Auxiliary uniform will be worn complete unless otherwise directed. An exception to this is personal protective equipment (PPE) required by law or regulation, such as motorcycle helmets and reflective vests when riding motorcycles.

*By CDR William E. Seward
Director of Auxiliary, Seventh Coast Guard District (dpa)*

Our members should realize that, every member joined the U.S. Coast Guard Auxiliary, at that point, became something bigger than him or herself and voluntarily agreed to serve their nation. Even though *their* last name is on most uniforms they wear, it is not about their name— *it is about the U.S. Coast Guard Auxiliary* tape on the left pocket of their Operational Dress Uniform (ODU) or on the distinct blue uniforms we all wear.

This tells anyone around the world that *they belong to the most elite volunteer maritime force in the world.*

It has been argued, and I agree, that an Auxiliarist who cannot be trusted to wear their uniform properly cannot be trusted to properly perform their volunteer tasks. Will that member take short cuts or not properly

Our members should realize that, when they joined the U.S. Coast Guard Auxiliary, they became something bigger than him or herself and voluntarily agreed to serve

conduct vessel safety checks? Although a very simple task, if not properly performed, it could result in bad things happening on the water.

Please take a moment and think about the people who mentored you or to whom you

have looked up to during your Auxiliary career. I would bet your mentor looked good in their uniforms and that looking sloppy never

You knew they had pride in both the Coast Guard Auxiliary and in the uniform they wore.

occurred to them.

Most importantly, without saying a word, you knew they had pride in both the Coast Guard Auxiliary and in the uniform they wore.

These are just a few examples of why everyone should wear their uniform properly and with pride. There of course are many more reasons why ... and everyone has their own.

Finally, let me leave everyone with this thought—every time you put on your uniform, take a moment and reflect on the fact that, when you put it on, you are representing something bigger than yourself.

Very respectfully,
Commander William E. Seward
Director of Auxiliary
Seventh Coast Guard District

- R R R -



TEAM COAST GUARD



U.S. COAST GUARD NEWSROOM

The U.S. Coast Guard's official media relations site.

Pointing Lasers at Responders Is Dangerous and Illegal

PANAMA CITY, Fla. – The Coast Guard warns the public that pointing handheld lasers at Coast Guard boat and aircrews is dangerous and illegal.

Pointing a laser at an aircraft is a federal crime and a felony offense under Title 18, United States Code, Section 39A. If found guilty, offenders could be fined up to \$250,000 and sentenced to five years in prison. Pointing a laser at a vessel is also a federal crime under Title 18, United States Code, Section 2291. If found guilty, offenders could be fined and/or imprisoned for up to 20 years, with a potential for higher confinement time based upon the cargo onboard the vessel and/or whether a death results from the act.

Additionally, a person who interferes with the safe operation of a vessel so as to endanger the life, limb, or property of a person, in violation of 46 U.S.C. §2302, is liable to the U.S. Government for a civil penalty of not more than \$5,000 in the case of a recreational vessel, or \$25,000 in the case of any other vessel.

Laser pointers are inexpensive to obtain and can extend over two miles in range. Pilots affected by laser strikes regularly report temporary effects in vision, including afterimage, flash blindness and temporary

loss of night vision. In some cases, a laser strike can result in permanent damage to a person's eyesight. If a crewmember is "lased," it severely compromises his/her ability to effectively respond and safely operate the aircraft or vessel, ultimately endangering the safety and lives of crewmembers aboard and the general public.

Anyone witnessing this crime is strongly encouraged to report it to local law enforcement.

-BBB-

SECURING THE HOMELAND IS SECURING YOUR WORK SPACE

Take the Security Fundamentals Course.

<http://wow.uscgaux.info/content.php?unit=T-DEPT&category=mandated-training>

Return all Gifts that Violate US Coast Guard Policies.



TEAM COAST GUARD

FIRST ANNUAL GREAT YANKEE TOWN CHILI TASTE-OFF

By Linda Jones, Flotilla 15-1 Crystal River, FL FSO-PA, IPFC

What did the Easter Bunny bring the Coast Guardsmen at Station Yankeetown, in Yankeetown, Fla., this year? Chili ... All kinds of chili.

Looking for new ways to show their appreciation to the members of Station Yankeetown, Auxiliarists from Division 15 sponsored a chili tasting contest at the station.

The entries were judged in four categories: Chief's Choice, Cook's Choice, Coasties' Choice, and Members' Choice. Station XPO BM1 Michael Shallue joined the Auxiliarists by submitting his own entry.

As the entries arrived, Station Chef FS2 Braden Coon sampled each one to assign it a "heat level."

To mollify the tasters' palates, Petty Officer Coon and Vince Maida, of Flotilla 15-1 in Crystal River, member of the Auxiliary Food Service (AUXFS), prepared corn muffins, rice, and

homemade tortilla chips. Coon made sure that toppings for the chili included grated cheddar cheese, sour cream, onions, pickles, hot peppers, lettuce, tomatoes, and more.

Other Auxiliarists brought bottled water, soda, more chips, dip, and dessert to round out the menu.

The award for Cook's Choice went to Mike Bollinger, Flotilla 15-8. Coasties' Choice and Chief's Choice went to Vince Maida. Members' Choice went to Ralph Altavilla, Flotilla 15-1.

Everyone had a great time sampling the different chilies and enjoying the fellowship.

Event organizer Linda Jones announced that Division 15 will build on its success and make the Chili Taste-Off an annual event.

Bravo Zulu to all who cooked, brought drinks, desserts, or came to taste and judge the chili.

Now, for next year, can anyone make a vegetarian chili?



USCG FS2 Braden Coon and Vince Maida, member of the Auxiliary Food Service (AUXFS), prepare chili toppings and corn muffins. Auxiliary photo



TEAM COAST GUARD



Auxiliarists of Division 15 and Coast Guardsmen of Station Yankeetown enjoy lunch after the "Chili Taste-Off." Auxiliary photo.



Corn Bread Anyone? Auxiliary photo.



Coast Guardsmen of Station Yankeetown sample several entries for "best chili." Auxiliary photo.

- R R R -



TEAM COAST GUARD



Auxiliary vessel *Silver Charm* participates with 7 Coast Guard boats and 2 helicopters (in photo, from left to right, CG 29' RBS, 45' RBM, 87' PB, MH-65 Dolphin, and 47' MLB) in a publicity photo shoot off Alcatraz Island, San Francisco, California. Auxiliary photo by Linda Vetter (113-01-09).

[Original photo at <http://wow.uscgaux.info/content.php?unit=a-dept>]. -B B B-

COAST GUARD ALL HANDS

THE OFFICIAL BLOG FOR THE COAST GUARD WORKFORCE

It's your **IMPACT**
on others...

not your **INTENTION**...

...that determines if you are sexually harassing.
Take time to reflect on how your behavior makes others feel.


Recognize, Prevent, Respond

Office of Civil Rights
www.uscg.mil/hq/cg00/cg00h/

(202) 372-4500

Recognize, Prevent and Respond to Sexual Assault.

Take the Sexual Harassment Prevention Course.

<http://wow.uscgaux.info/content.php?unit=T-DEPT&category=mandated-training>



TEAM COAST GUARD

From the Commandant: 2015 State of the Coast Guard Address

JUNE 6 Earlier this week, I spoke before Congressional members, Department of Homeland Security leaders and Coast Guard stakeholders at my first State of the Coast Guard Address as your Commandant. I began by talking about you – the 88,000 active duty, civilian, reserve and auxiliary members of the United States Coast Guard. — *Admiral Paul Zukunft*

<http://allhands.coastguard.dodlive.mil/tag/from-the-commandant/>

- R R R -



USCG's Health Safety and Work-Life Mobile App

<http://allhands.coastguard.dodlive.mil/2015/05/27/using-mobile-apps-for-hurricane-preparedness/>

by Lieutenant Commander Zachary Ford, USCG

The Coast Guard has a Health Safety and Work Life (HSWL) mobile app. This application provides Coast Guard members and their families a place to find resource information about work-life and family support programs. For example, in the aftermath of a significant storm, the resource information in the app can assist members and their families return to “normal”

and put closure on what can often be a horrible situation.

For the complete list of support resources the HSWL mobile app provides, as well as more information on the app, visit

[Health Safety and Work Life.](#)

The Coast Guard HSWL Mobile App is available in the Apple app store (just search for USCG HSWL) or use the link:

[https://itunes.apple.com/us/app/uscg-hswl/id669218420?mt=8.](https://itunes.apple.com/us/app/uscg-hswl/id669218420?mt=8)

The Android version is available through Google at:

<https://play.google.com/store/apps/details?id=com.ravensolutions.coastguard&hl=en>



- R R R -



TEAM COAST GUARD



TALL SHIP FESTIVAL

PHILADELPHIA – Billowing sails of USCGC EAGLE waft in the breeze sailing up the Delaware River for the Tall Ships Challenge Philadelphia Camden 2015. The USCGC Eagle (WIX-327) is a 295-foot barque used as a training cutter for future Coast Guard officers. She is the only active commissioned sailing vessel, and one of only two commissioned sailing vessels in American military service. The Tall Ships Challenge is an annual event, which drifts in a three year cycle between the waters of the Great Lakes, the Pacific and the Atlantic coasts of North America. Coast Guard Auxiliary photo by David Lau.

