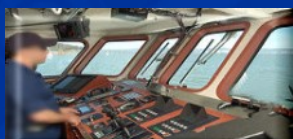


Breeze

Volume XL
Winter 2015

The Official Newsletter of District 7 United States Coast Guard Auxiliary



FROM THE BRIDGE

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- ◇ Team Coast Guard at 'DTRAIN'
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- ◇ Videos: Perilous Practice in Heavy Surf
- ◇ Flotilla 59's 'Get Home Tonight' ... *and more*





Al Bidwick, Flotilla 86, prepares to hook his line off the bow after an Auxiliary patrol.
Could that be an Auxiliary device on the poodle's collar? Auxiliary photo by Judi Bidwick.



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

UNITED STATES COAST GUARD

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Rear Admiral John H. Korn, USCG

Director of Auxiliary District 7

Commander William Seward, USCG

Operations Training Officer

CWO Christopher W. Acklin, USCG

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Commodore Robert Weskerna

District Chief of Staff

Judith Hudson

Immediate Past District Commodore

Commodore John Tyson

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District Captain East

Gary P. Barth

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BREEZE

Volume LX Winter 2015 Issue

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FROM THE BRIDGE

Bob Weskerna
District Commodore (DCO)



STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

So I'm a Commodore, Now What?

When I started my Auxiliary journey, some years ago, I had a vision that Jackie and I would be like Dorothy and Toto, just skipping down that yellow brick road to meet the Wizard. I wish. It was more like being a member of the 1988 Jamaican bobsled team, sliding down a Mobius strip (that's a surface that never ends). What I'm attempting to say is that the preparation you anticipate is never sufficient, and the learning continues without end. Nevertheless, here I am, and I'm getting as ready as I can be for the next challenge, as your new district commodore.

Step 1 has been to select the best staff possible to help me, the Coast Guard, and (most of all) you get through the next few years with the best possible experience. I think I've found the people. Thinking back to the S.W.O.T. (Strengths, Weaknesses, Opportunities, and Threats) Survey I took in early 2013, one bullet that I recall from the Threats category has stuck with me these last two years:

"Not enough members are stepping up to take leadership positions in the Auxiliary."

I worried about that one, especially knowing that my first job as District Commodore would be to field a team of volunteers to do the heavy lifting with me. I can tell you that, while this process took the best part of a month, the folks I attempted to recruit just about always said "yes," and many even contacted me for positions before I got to them. We have absolutely fantastic volunteers in D7, in spite of that S.W.O.T. note of caution, and I promise to guard their (your volunteer leaders) precious time to the maximum extent, to utilize their skills without overworking them. You know who you are, volunteers, and I look forward to working with each of you—thank you.

As I write this, our district has completed the annual cycle

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for electing division officers and begun the election process for flotilla officers. I realize that each of you officers, both elected and selected, come to your positions with a variety of preparation, but with a great reservoir of energy and enthusiasm. That is certainly my hope. You have the resource of a terrific staff, an EXCOM with a great deal of experience and potential, the best Chief of Staff in Judith Hudson, and you have me—your very own Toto.

“Not enough members are stepping up to take leadership positions in the Auxiliary.”

Let me leave you with two thoughts. First, my watchwords for the next two years: *Informed, Engaged, and Valued*. I have given these words much reflection, and they reveal my mindset.

The second is a quote from John F. Kennedy, who said, “There are three things which are real: God, human folly and laughter. The first two are beyond our comprehension. So we must do



BREEZE, U.S. Coast Guard Auxiliary, District 7



what we can with the third.” Arrange to have fun while you complete your terms. It may be the one thing people remember you for, and it’s critical when leading volunteers. *Semper Paratus*,

RRR

Above:
An Auxiliary patrol practices “helo drops” with the “gold side” from Air Station Miami; Auxiliary photo

Left:
Auxiliary photo and text by Tom Laughlin.

Commander William E. Seward,
USCG, Director of Auxiliary, D7

A SPOTLIGHT ON RESPECT



The season As the diamond anniversary of the U.S. Coast Guard Auxiliary passes, I believe that our *core values* of “*Honor, Respect and Devotion to Duty*” have helped to shape its past and will cement its future.

During those 75 years, our nation’s needs have reshaped and redirected the Auxiliary—today, new challenges create missions, and the Auxiliary is asked to support the Coast Guard in broader ways each day. As we grow, our core values will ensure that the Auxiliary remains a capable, efficient and cherished component of the U.S. Coast Guard:

Honor joins us with our parent service, the Coast Guard. It is an *internally* focused value; to act with *honor* is to conduct oneself properly even when not being watched.

Devotion to Duty is an *external* focus, and, in today’s hard-working Auxiliary, it calls for a daily commitment, one that we on active duty value, but never take for granted.

However, in this column, I’m going to concentrate on *respect*. This one core value connects the *honor* that we pledge to the *devotion to duty* the Commandant asks of us. To truly appreciate and embrace *respect* requires a great deal of dedication.

The Auxiliary has placed each of you in a position of responsibility and leadership, provided you with training, and charged you with contributing to the Auxiliary’s missions. Take pride in the trust the Coast Guard places in you, take pleasure in all you have accomplished, and remember that no one but you can take away your *self-respect*.

Self-respect enables us to treat others with *respect*. The Auxiliary becomes more diverse every day, and each new shipmate brings the potential to contribute equally. We each come from various backgrounds, eras and cultures; understandably, each of us brings a unique perspective on the many challenges we negotiate.

The concept of *respect* demands that we stand up to bias and prejudice, often under difficult circumstances, often when it would be easier to ignore it and walk away. It takes both effort and courage to preserve the *respect* of our fellow shipmates. Moral strength in the Auxiliary is fortified by *respecting* the opinions, contributions and skills of others. Exclusion will only weaken us as a whole; moreover, we will lose our core (and corps) identity.

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Our multi-mission organization demands another type of *respect*. All our operations have an associated policy and/or procedure. We must *respect* these requirements to ensure that we accomplish the Auxiliary's mission—safely, and in a manner that reflects credit upon the Coast Guard.

*Nothing can justify
a deviation from our core values ...*

Like our other core values, *respect* is a necessary component of leadership. As such, it requires integrity and a “servant” approach. These are qualities the Coast Guard has in abundance. You are all leaders, and must understand, champion and demonstrate it by your action. Nothing can justify a deviation from our core values, and no request from your chain of leadership will require you to betray your pledge.

I sincerely thank you all for your selfless service. Lookout for your fellow shipmates and treat each other with *respect*.

RRR

AMERICAN CANOE ASSOCIATION (ACA) OFFERS NEW “STAND UP PADDLEBOARDING” VIDEO: *COVERS LEASHES & LIFEJACKETS: WHEN TO WEAR, WHEN NOT TO WEAR*

The American Canoe Association (ACA) has a new Public Service Announcement (PSA) on Stand-Up Paddleboarding (SUP) called [*SUP: Leashes & Lifejackets*](#). The PSA makes it clear to stand up paddlers what types of leashes and lifejackets are appropriate for different water venues. This five-minute video helps educate those new to stand up paddleboarding, as well as those who have experience with the sport but are unaware of the best practices for leashes and lifejackets. Some of the rules regulating – and recommendations for using –these potentially (but not always) life-saving pieces of equipment may surprise you.



This video was produced with funding from the National Safe Boating Council under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

RRR

Judith Hudson District Chief of Staff (DCOS)

A Recreational Boating Safety Committee Charter

Recognizing the need to combine our ideas, skills, talents, and actions to improve our positive impact on recreational boating safety (RBS), our Coast Guard District Director of Auxiliary and District Commodore formed a **District 7 RBS Committee** this past spring.

The creation of this group also addressed one of the important goals in our D7 Strategic Plan. Many studies have proven that teams achieve more than individuals working alone, with better efficiency and effectiveness, and this Committee operates as a democratic team.

The Coast Guard regularly creates “charters” for projects, committees, and other assignments to assure that all participants know their purpose, background, membership, duties, and authorities. Because a best practice always bears repeating, the Director and the Commodore have written and approved a charter for our District Seven Recreational Boating Safety Committee (RBSC). It is a way to bring RBS experts, new ideas, and improved programs to our divisions and flotillas, and to provide an organized way for the RBSC to operate.

Key elements of the RBSC Charter

Key elements of the RBSC Charter are:

- *Background* – RBS is a primary mission of the Auxiliary, from the national level to the flotilla. The Auxiliary has tried multiple activities and approaches to improve RBS with varying success.
- *Purpose* – the Committee expects to increase understanding and awareness of recreational boating safety issues at all levels of the district by:

- Evaluating and recommending strategic and tactical initiatives
- Developing policy, and
- Deploying resources.
- Membership – the Committee consists of the District Division Chief-Prevention, Chair; Coast Guard District Recreational Boating Safety Specialist, Vice-Chair; District Staff Officer (DSO)-Public Affairs, DSO-Public Education, DSO-Program Visitation, DSO-Vessel Examinations, and three “at large” members appointed by the District Captains (one from each geographical area of the district).

The RBSC is currently planning their missions and goals for 2015. They will provide ideas, assistance, support and resources to members and flotillas in our quest to prevent accidents, injuries and fatalities on the water.



IMMEDIATE PAST DISTRICT COMMODORE: TWO AND DONE

Commodore John Tyson

“Two and done!” To some that may sound like the description of a college athlete bound for a career in professional sports. Not so for me, however. After two fantastic years as your District Commodore, my term ends, and I begin a new adventure in my Coast Guard Auxiliary service. Although the past two years have passed way too quickly, I am left with a seemingly endless accumulation of wonderful memories of extraordinary service and noteworthy achievement by the nearly 5800 members of the Seventh District Auxiliary.

We set out together, two years ago, to build upon the many successes of our district’s past. And what an outstanding two years we have had. We saved 56 lives, assisted 630 mariners in distress, conducted Vessel Safety Checks on over 47,000 vessels, visited more than 38,000 dealers of marine equipment and supplies, provided over 14,000 hours of instruction about safe boating practices, and completed more than 120,380 hours in on-the-water, aviation, marine safety, radio communications and other operational activities. Wow!

And we did all of that during a period in which there was a three-week shutdown of the federal government and a continuing period of funding restrictions on some activities. Fortunately, we were blessed with an exceptional group of members serving on our District Board and Executive Committee, and it is they, and the members they serve, who get credit for our success in the past two years.

*“He who obtains has little;
He who scatters has much.”*

The ancient Chinese philosopher Lao Tzu once said, “He who obtains has little; he who scatters has much.” Although spoken more than two thousand years ago, those words sound every bit as relevant today.

We Auxiliarists scatter our knowledge, time, and resources in support of Coast Guard missions and the protection of the boating public. The service we provide can be demanding, and our compensation comes only in the words of praise we get and the satisfaction we derive from our service. Nevertheless, for more than 75 years, the men and women of the Seventh District Auxiliary have never wavered in their service to the Coast Guard.

Looking ahead, I am excited about our district’s new leadership team and that team’s plans for the future. Commodore Bob Weskerna has developed an outstanding plan for driving the district’s performance, and I look forward to working with him and our members to achieve the goals outlined in that plan.

Thank you, Thank you, Thank you for your hard work and service the past two years. It has been a joy to serve as your District Commodore, and I wish you a Happy New Year and continued great experience in your Auxiliary service.

Semper Paratus.

Very truly,

John

Commodore John Tyson



BBB

LETTERS TO THE EDITOR

Stephen Ellerin (DSO-PB)
District Staff Officer-Publications

THE *BREEZE*: DISTRICT 7'S 'FULL-FEATURE' EMAGAZINE

As you read this, District 7, like other Auxiliary districts, is in transition. Our previous Senior Bridge is settling into well-earned retirement (actually, anyone who thinks that, doesn't understand D7 leaders; most of them are gearing up for new Auxiliary assignments). That makes it a good time to consider a bit of "tacking" for the *Breeze*.

For the most part, your response to the new *Breeze* format has been positive. Our goal has been to cast off from the format dictated by our "print" origins and to head for the warmer waters of electronic publishing—we don't really have to look like a magazine-on-line.

This new format makes it easier for our programmers to "serve up" the *Breeze* on whatever electronic device you may be using to read it—from desktop to tablet to (even) cell phone. (And probably soon on your smart-watch; Dick Tracy

fans: take heart.)

Some of the complaints we've heard (yes, we do read those emails that you send to our Letters-to-the-Editors email box, at D7Breeze@yahoo.com) are that some of our articles have been too long or that we don't cover enough local activities. On the first point, we hear you: shorter articles. On the second, please remember that District 7 has *two* general readership publications: *Breeze* and *Connection*. As a feature magazine, the *Breeze* will focus on feature articles—stories to read, savor and enjoy. Our "sister publication," *Connection*, rightly focuses on what our *people* are doing; from now on, we will include a link to *Connection* to help you keep up on what our people are doing. Read [Connection by clicking here](#); bookmark the site (right-click and select *Bookmark*) for future reading.

And we hope that you'll continue to enjoy (and even contribute to) the full feature articles you'll find in the *Breeze*.

(Continued on page 12)



USCG-TV?

When my kids were little, like many of you, I shared with them songs written and recorded for kids. One of the songs, by Bill Harley, was called “Dad Threw the TV Out the Window.”

Would I really have dared? Well, we all thought about it.

But recently, my TV decided to “retire” unexpectedly.” While I debated whether to pretend that my withdrawal from it was voluntary (actually, while I shopped around to replace it), I spent several nights without one.

A “search” for boating videos took me to the *Coast Guard Channel* on the Internet. Yes, Virginia, there is one. As you scroll through this issue, watch for links to some of its many short videos. And when you feel ready to consider throwing your own TV out the window, move to the computer, instead, and **sample the Coast Guard Channel at <http://www.coastguardchannel.com>**.

Semper Paratus
RBR

District 7 has two general readership publications: Breeze and Connection... As D7's feature magazine, the Breeze will focus on feature articles



Help Wanted:

Content Editor and Layout Editor

The *Breeze*, District 7's cutting-edge, award winning feature magazine, needs two strong assistant editors.

Content Editor: You should be able to wade into an article and rescue it from drowning in a sea of unstructured logic, excess verbiage, lackluster prose, and passive verbs.

Previous experience as an editor or a teacher of composition welcome; Certification as an Auxiliary Public Affairs (PA) Specialist helpful, but not mandatory before appointment.

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.



RBR

DISTRICT 7 IN ACTION



Articles:

- ♦ Meet Our New “Bridge”
- ♦ Servant Leadership
 - David M. Fuller
- ♦ The District That Works
 - Kathryn Clatworthy
- ♦ Competencies of Leadership
 - Andrea Rutherford
- ♦ TV Spot Promotes Safety Education
 - Henry Cespedes,
- ♦ CG Holds Inland Lakes Training
 - Barbara Burchfield
- ♦ Auxiliary Helps Officers Improve Safety
 - Jim Fogle
- ♦ Executive Assistant to New NACO
 - David Lairson

DISTRICT 7 IN ACTION

“DTRAIN” – ANNUAL DISTRICT 7 TRAINING MEETING

Recently, District 7 held its annual District 7 Training Meeting (DTRAIN). While DTRAIN is old news by, look for pictures of the event throughout this issue.

We would like to congratulate our new Senior Bridge:

- ♦ Commodore Robert Weskerna
- ♦ District Chief of Staff (DCOS) — Judith Hudson
- ♦ District Captain East — Gary Barth
- ♦ District Captain West — Paulette Parent
- ♦ District Captain North — Carl Motes

RBR



DISTRICT 7 IN ACTION

SERVANT LEADERSHIP

By David M. Fuller , BC-ETD, Marietta , Georgia

As I pass the baton of District Captain North, I want to congratulate, and sincerely thank, all of you who regularly and dependably step up and offer yourselves as leaders. I hope each of you, whether elected or appointed, is primarily motivated by the sincere desire to serve your shipmates.

“Servant Leadership,” I believe, is the leadership style best suited to the Auxiliary. While each of us has personal motivations for offering our time and talents, I believe that good leaders ultimately aspire to “serve” others—to make a positive difference, to raise the bar of performance, and to improve the state of the organization passed to them by our predecessors.

The future of our organization is in the hands of leaders at all levels, and you have been entrusted with an awesome responsibility. Our current leaders stand on the shoulders of those who came before us. It is our honor to continue that tradition and to improve what we received, so that future leaders will speak gratefully about this generation’s contribution.

When I stepped up to this position, I was inspired by several who served before me. It is my hope that, during my time, I inspired a few future leaders.

The challenges I faced taught me to think in new ways and to consider other points of view. While my previous business training and leadership experience helped, leading a volunteer organization requires different skills and new approaches to problem solving. Fulfilling my duties stretched me both personally and professionally,

and I would need this entire article to thank everyone who made my term fulfilling.

However, what I cherish the most about my service to this district are the many new friendships made as I traveled the district, meeting many of you. Many of these friendships will go well beyond working relationships. You have enriched my life in ways impossible to communicate, and I thank you all.

Auxiliary service parallels life in that we sometimes face temporary setbacks. It is how we deal with those setbacks that define us as a person and a leader. Resilience and tenacity are two qualities that all successful leaders share. Successful leaders rebound from failures by dusting themselves off, diagnosing where they failed, and trying again.

By now, you have received a communication from our new National Commodore Mark Simoni concerning the Auxiliary’s [National Strategic Plan for 2014-2020](#). In the near future, you will also receive the District 7 Strategic Plan from COMO (elect) Bob Weskerna. These documents chart our future course. Let’s all commit to going through these documents, and pledging to fully support our incoming national and district bridges and to do everything we can to contribute to the success of the Auxiliary, at every level.

Thanks again for allowing me the great honor and distinct privilege of serving you. I hope to work with many of you again, in the future. As always, be safe *and have fun!*



THE DISTRICT THAT WORKS TOGETHER, WORKS—AND STAYS—TOGETHER

By Kathryn Clatworthy, FSO-CM, FSO-MS, Flotilla 7-16, Saint Cloud, Fla.

A refreshing breeze blows through our Auxiliary district, and that's a good thing. When my husband and I first visited Gulfport, a few years ago, we took a drive to explore the area. A small building advertised a meeting of Auxiliary Flotilla 7-16, and we quickly jotted down the information.

The next week, we attended that flotilla meeting and were overwhelmed by the welcome we received. Members received us openly and asked what my "home" flotilla was like, the things we were doing, and if I had met my goals for the year. They offered to help me reach those goals, even though I was then a member of another flotilla. That honestly didn't matter to them—what mattered was helping me meet my needs and goals. One thing my new mentor told me was, "If you don't do it, then soon you can't do it, so you just ought to do it."

He was correct. How can I do Vessel Safety Checks unless I take the tests and spend time learning with a mentor? His message was that if you want to do something, in life or the Auxiliary, you need to stop talking about it, and do it.

The mentoring I received in Gulfport was so valuable that I soon transferred



Photo: Richard "Dick" Risk, BC-BLA, of Flotilla 72 St. Pete, and Kathy Clatworthy, FSO-CM 7-16, perform radio guard for several vessels, at Flotilla 79, Tampa. "Teamwork in District 7," says Clatworthy, "means people helping each other, no matter what flotilla a member hails from or where in the district. What's important is that when there's a need, we fill it."

my membership to that flotilla. My original flotilla had many nice people, but I was not getting all the benefits that the Auxiliary had to offer, nor using all my skills to help others.

Even before my transfer was official, I began getting invitations to attend classes offered in my new division. With my new mentors' help, I was finally beginning to plug in.

During one class, Coxswain Rick Short invited me to come along, as an observer, on a weekend patrol on the Auxiliary facility *Miss Marla*. Although not from either my old flotilla or my new one, he became another mentor and encouraged me to become crew certified. Repeatedly, members from many flotillas bent over backwards to help me reach my goals. I had never seen such an outpouring of love, caring, hospitality and eagerness to teach and serve others.

Then, a few months ago, I needed to take a proctored test, and the only available proctor was from my old flotilla. Although I was not sure how I would be received, all apprehension disappeared as my old shipmates greeted me with hugs. After I took (and passed) the test, someone handed me a

(Continued from page 16)

volunteer sheet and asked if I would please help them. Sitting there, clipboard in hand, I remembered I had promised that I would help them if they ever needed me, and burst out laughing. Asked why I laughed, I just shook my head and said, “I think you know; and yes, I’ll be there.”

When, later that evening, members from my original flotilla asked if they could drive the two hours to my new division’s radio facility to get in some “airtime,” I stood there

and smiled, because then I really understood that we honestly make up a team—not just in our division, but our entire district.

We are not here to see how many ribbons we can earn or to pat each other on the back. We are here to serve others, and if that means that some communications crewmembers want to drive two hours for some supervised time on “our” radios, then why not? We are all a vital part of team Coast Guard; that's what it's honestly all about.

R R R

Wear It! PSA

The Wear It! campaign's new public service announcement *Love the Life!* shares the experience of two families and a dog as they spend the day boating and fishing. [Watch the video PSA.](#)



COMPETENCIES OF LEADERSHIP: *LEADING SELF*

By Andrea Rutherford, SO-PA Division 3, Flotilla 36, Delray Beach, Fla.

Fall is the season for elections and staff appointments, when many dedicated Auxiliarists step forward to take leadership positions in flotillas, divisions and districts—some with eagerness, some with uncertainty, some with both.

When voting for or appointing leaders, we can look to the Coast Guard Office of Leadership for some valuable insight. The Coast Guard defines 28 leadership competencies on their Office of Leadership website. This article covers just the first category of these competencies, *Leading Self*, as a model of the qualities we admire in the Coast Guard and aspire to in the Auxiliary.

(On the USCG website, you can review leadership categories for *Leading Others*, and read *Leading Performance and Change*, and *Leading the Coast Guard*. For the full series, visit the Coast Guard Office of Leadership website at <http://www.uscg.mil/leadership/resources/competencies.asp>)

The Coast Guard defines 28 leadership competencies on their Office of Leadership website

Accountability and Responsibility

Coast Guard leaders know that ours is a military service and recognize our organizational structure and its Chain of Command. [Eds. Note: Auxiliary leaders *serve*, but we do not

command; so, instead of a “Chain of Command,” we have a “Chain of Leadership and Management” (COLM).]

Each individual is sensitive to the impact of his or her behavior on others and on the organization. Leaders take ownership for their areas of responsibility, are accountable to effectively organize and prioritize tasks, and efficiently use resources.

Followership

All Coast Guard members are *followers*. The followership role encompasses initiative, commitment, responsibility, accountability, critical thinking, and effective communications. Followers look to leaders for guidance and feedback; they expect challenging tasks to both learn and develop competence.

Self-Awareness and Learning

Leaders continually assess self and personal behavior, seek and are open to feedback to confirm strengths and identify areas for improvement, and are sensitive to the impact of their behavior on others.

Aligning Values

Leaders understand the **Coast Guard Core Values** of *Honor, Respect* and *Devotion to Duty*. Leaders align personal values with organizational values, reconciling any differences that exist. [See CDR William Seward’s article, “[A Spotlight on Respect](#),” above.]

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(Continued from page 18)

Health and Well-Being

Leaders consider the environment in which they and their people work, and attend to the safety and well-being of those whom they lead and serve. They set a personal health example, emphasizing physical fitness and emotional strength.

Personal Conduct

Leaders demonstrate their belief in their own abilities and ideas, without being arrogant; are self-motivated, results-oriented, and accountable for their performance; recognize personal strengths and weaknesses; emphasize personal character development; and use their position and personal power appropriately.

Technical Proficiency

Leaders' technical knowledge, skills, and expertise allow them to effectively organize and prioritize tasks and use resources efficiently.

Among the lessons that Auxiliary leaders absorb is that leading others starts with successfully leading oneself.

RRR

Patrolling the Security Barrier



Coxswain Tom Arney, Flotilla 15-1, Crystal River, Florida, navigates the Operational Facility *Henry Morgan* as it approaches the security barrier in the Crystal River Energy Complex intake canal, during an *America's Waterway Watch* patrol. Auxiliary photo by Jim Frijouf, Flotilla 15-1; VIRIN 051023-C-3940F-520.

*"Leading others starts with
successfully leading oneself"*

A SPOT ON TV PROMOTES BOATING SAFETY EDUCATION

By Henry Cespedes, FSO-PE, Flotilla 67, Miami

Columbus Day Weekend has become a major annual boating – and partying – event in South Florida. Tragically, it also leads to at least one fatal boating accident each year.

That promoted one Spanish language television outlet in South Florida (MIRA-TV) to dedicate an entire show to boating safety during this year's Columbus Day Weekend. They chose a "news magazine" called *Nuestro Mundo*, hosted by Elizabeth Patino. The station also enlisted Officer Jorge Pino, of the Florida Wildlife Commission (FWC); this author, representing the United States Coast Guard and Coast Guard Auxiliary; and the Monica Burguera Foundation, a local nonprofit foundation, created in memory of Monica Burguera, a college student killed in a boating accident during the 2006 Columbus Day Weekend. Planning began in the weeks leading up to the 2014 Columbus Day Weekend; sadly, another fatality during the weekend made the show extremely newsworthy.

That South Florida witnessed a major boating accident with fatalities on every holiday this summer makes the topic of boating safety extremely sensitive. Because the station recognized the sensitivity of the topic, I was thoroughly "prepped" before the interview, and accompanied by a whole entourage of experts, including Nichole R Betterson, ADSO-PB and SO-PA VI, Flotilla 6-11; Marilyn Fajardo, Deputy Public Affairs Officer, Seventh Coast Guard District; and USCG 7th District Public Affairs Officer, Petty Officer 3rd Class



Henry Cespedes, FSO-PE 67, records the show *Nuestro Mundo* with Elizabeth Patino, host, on MIRA-TV. "Wearing makeup was a first-time for me," he says. Auxiliary Photo by Nicole R Betterson, SO-PA Division 6.

(Continued on page 21)



"Wear It!" and "Life Jacket Zone" Stencil Kits

These 48" x 48" stencils let flotillas – with approval from local authorities or the facility owner, of course – spray a message on boat ramps and approaches that reminds boaters to wear their life jackets. Made from thick, durable plastic, these stencils can be reused many times and will last for many years. The stencils also work for vertical applications, such as exterior building walls. Pavement spray paint is included with price. Three aerosol cans (one black and two yellow) ship with each stencil set.

From the National Safe Boating Council (NSBC) **Member Pricing: \$200 + S/H**

To order the stencil kits, contact office@safeboatingcouncil.org or call (703) 361-4294

(Continued from page 20)

Jon-Paul Rios. Surrounded by such a stellar cast, I felt like a Hollywood star, but they provided great support, and their familiar faces helped put me at ease.

On the morning of the interview, I had to report to “makeup,” a first-time for me. The technician patted on more powder than I thought possible, painted me with lipstick, combed my hair, and nearly immobilized me under a coating of hair-spray. Another technician guided me into the studio and wired me to the chair until I thought could not move.

The actual interview was really easy. Since I have been actively involved in Auxiliary Public Education since 1981, talking about boating safety just came naturally.

The show featured three nine-minute segments, and I appeared in the last, to highlight the importance of boating education in preventing accidents. Division 6 has built an incredibly large, successful, and innovative public education program (*see previous story*), with a team of instructors and assistants from Flotilla 67, Coral Gables; Flotilla 69, Opa Locka; and several active duty members. Together, we have completed 26 programs through October of 2014, educating 826 boaters, and we have five more classes scheduled this year. We have been growing at a

20% annual rate and hope to close the year with 1000 students.

We make our programs a team effort, with the most knowledgeable instructor covering only one topic, and several assistants to deliver personal attention to each student. Having Lieutenant (LT) Michael P. Cortese, Commanding Officer Coast Guard Station Miami Beach, among our instructors makes our programs virtually unique. The lieutenant never misses a class and gives such a dynamic presentation that, sometimes, the students will not let him go. He teaches Lesson Six (Emergencies) where “Boating under Influence” (BUI) and the use of lifejackets always make hot topics.

We can offer all of our public education programs completely free of charge, thanks to the support of the Monica Burguera Foundation. The foundation also provides a small gift for each attendee. In return, the foundation asks that the students become “boating safety ambassadors,” and it works—in fact, most of our students come referred by previous “ambassadors.”

We also benefit from unbelievable support from the community, including the Village of Key Biscayne, Mercy Hospital of Miami, Miami Children’s Hospital, Biscayne National Park and Miami-Dade County Parks and Marinas. These institutions provide us with rooms, and Mercy Hospital even donates a full breakfast and lunch for the students.



Henry Cespedes and *Nuestro Mundo* host Elizabeth Patino, host, on MIRA-TV. Auxiliary Photo by Nicole R Betterson

(Continued on page 22)

For me, teaching boating safety classes—sharing our knowledge, preventing accidents, and the accompanying interaction with the boating public—becomes our most important mission. I am ex-



Key Biscayne Chief of Police Charles Press addresses Division 6's "About Boating Safety" (ABS) class to talk about special regulations in effect for the 2014 Columbus Day Weekend. Tragically, most fatal boating accidents in District 7 occur in the waters surrounding the Village of Key Biscayne. Auxiliary Photo by Nicole R Betterson



tremely proud and honored to be a member of our great public education team composed of over 20 members.

RBR



USCG Commander (CDR) William E. Seward, District 7 Director of Auxiliary, center-right, helped make the September 13th ABS class the division's most memorable this year, when he and his wife attended. Henry Cespedes says he found the Commander's presence more stressful than his interview on MIRA-TV.

From Left to right, Henry Cespedes, FSO-PE 67; Alicia Ortiz, Community Outreach Specialist, Mercy/HCA Hospital; CDR William E. Seward, Director of Auxiliary; Mari Novo, Director of Operations, Monica Burguera Foundation pause after the September 13th "About Boating Safely" Class at Mercy Hospital. Auxiliary Photo by Nicole R Betterson



While students take their final test, Certificates and, in the back-ground, student gifts sit, ready to be awarded, at the September 13th ABS class at Mercy Hospital.

Auxiliary Photo by Nicole R Betterson, SO-PA Division 6



Coast Guard Lieutenant Michael P. Cortese, Station Miami Beach Commanding Officer, teaches the chapter "Emergencies" during an About Boating Safely (ABS) class at Miami Children's Hospital. Although nobody likes to sit down front, the class filled most of the 250-person auditorium that the hospital regularly makes available for the ABS class. The Division 6 Public Education team formed in 2010, under the guidance of USCG Lieutenant Commander Joseph B. Abeyta and Thomas Walker, Immediate Past Division Commander 6. Auxiliary Photo by Nicole R Betterson, SO-PA Division 6.



COAST GUARD HOLDS INLAND LAKES TRAINING

By Barbara Burchfield, FSO-MT, Flotilla 12-3, Lake Murray, SC

Coast Guard Station Charleston conducted both classroom and on-water Auxiliary “boat crew” training at Flotilla Island, Lake Murray, S.C., on August 29-31, 2014. Four inland lake flotillas from South Carolina and Georgia benefited; Flotilla 12-3, Lake Murray, hosted the training event, with twenty Auxiliarists attending and five Auxiliary operational facilities (OPFACs) supporting them.

Coast Guard instructors Boatswains Mate Chief (BMC) Robert Wheat, BMC John Palmer, and Machinery Technician Petty Officer (MK1) Sean Florane gave up their Labor Day holiday weekend to direct and instruct the programs. BMC Wheat serves as the Executive Petty Officer (XPO) and BMC Palmer as the Auxiliary Liaison Officer (AUXLO) at Coast Guard Station Charleston.

The combined classroom and on-water training course teaches the knowledge of, and stresses practice in, the tasks that Auxiliarists need to earn “boat crew” certification. The aggressive, three-day event complements individual flotilla or division training programs, while the participation of Coast Guard active duty instructors adds depth and intensity. The Coast Guard mentors added valuable instruction in technique, safety, standardization of policy and application, and best practices in the boat crew program.

This was a mini-version of a Crew and Coxswain Training Academy that the units conducted in Charleston in 2011, during weekends, over a three-month period. Festus Burchfield, Flotilla Commander of Flotilla 23, Lake Murray, and District Staff Officer-Operations, both prepared and managed the training events.



Joe Livingston, FL 12-1, demonstrates the correct way to lower the anchor, while David Tedrow, FL 25; Dennis Brown, FL 21; and Larry Odom, FL 12-1 (on the vessel), take note of the procedure. On the dock, MK1 Sean Florane and BMC John Palmer keep a watchful eye and offer suggestions. The August days averaged 96°F during the training weekend, but it was the Coast Guard instructors who kept the heat on. Auxiliary photo by Barbara Burchfield.

“This three day training intensive, with Coast Guard active duty members, puts all the elements of crew training in one complete package,” Burchfield says. “As such, it can be especially helpful right before scheduling a Qualification Exam (QE), for both coxswains and crew, and for both certification and re-certification.

Boat crew candidates received hands-on instruction and personal guidance to help them master all required personal qualification tasks (PQS), including first aid and survival, use and management of safety equipment, fire emergencies, knots and line

*(Continued on page 25)
(Continued on next page ...)*



From left: David Tedrow, Flotilla 25, Lake Hartwell; Dennis Brown, Flotilla 21, Augusta; and Joe Livingston, Flotilla 12-1, Lake Marion, prepare for anchoring exercises during a boat crew training program at Flotilla Island. Auxiliary photo by Barbara Burchfield.

(Continued from page 24)

handling, inspections and checklists, operations policies, man overboard drills, towing exercises, anchoring, boat handling and communications.

As a bonus, the combined training strengthened the fellowship between members of the four flotillas, as the participants made new friendships and renewed others, and worked together to advance their skills and knowledge.

Members participating in the training included Flotilla 12-3 Lake Murray members Barbara Burchfield, Festus Burchfield, Roger Deaton, Russ Jernigan, Steve Pstrak, Ken Ushelbec, and Lucy Wingard; Flotilla 12-1 Lake Marion members Willie Hanton, William Hayes, Joe Livingston, Perry Moses, Larry Odom, John Owen and Bob Young; Flotilla 25 Lake Hartwell members Donald Hyde, Bruce Lindsey, Edward Skelly and David Tedrow; and Flotilla 21 Augusta members Dennis Brown and Jim McMennamin.

B B B

AUXILIARY HELPS LAW ENFORCEMENT OFFICERS BETTER THEIR BOATING SKILLS

By Jim Fogle, SO-PE, Division 7

This article is adapted from an article appearing in Division 7's Intercom, Dottie Riley, editor.

How do the new staff scientists, researchers, and the administrative staff of the Florida Fish and Wildlife Conservation Commission (FWC) and members of local law enforcement agencies reinforce their seamanship and boating skills? In St. Petersburg, Fla., they did it by attending a *Boating Skills and Seamanship (BS&S)* course taught by the United States Coast Guard Auxiliary Flotilla 72, St. Petersburg.

On Oct. 1, 2014, nine FWC staff members and three members of the St. Petersburg Police Department completed a BS&S program. Both agencies allowed their staff to attend the two-hour classes during scheduled work time for the duration of the program. When officers were unable to attend—for example, when called away to perform special testing off shore on the large Red Tide mass menacing Florida, or for a police special operations

and tactics (SWAT) mission—they made up missed classes during the flotilla's regular, evening BS&S program.

For over five years, Flotilla 72 has worked with FWC and law enforcement departments to present BS&S classes to their researchers, scientists, administrative personnel and officers to enhance the boating skills that help them conduct their missions.

Not all attendees are novice boaters; for example, one “student” recently retired from the Coast Guard and another is a seasoned boater. However, they all attend the course to reinforce their boating skills and water safety knowledge.

The BS&S program helps even the dedicated professionals of these agencies to stay safer on the water.

R R R



DISTRICT SEVEN AUXILIARIST BECOMES EXECUTIVE ASSISTANT TO NATIONAL COMMODORE MARK SIMONI

By David Lairson, BC-CEA, FSO-PA, Flotilla 58

Terry Barth considered it an honor and a privilege when our new National Commodore (NACO) Mark Simoni asked her to be his Executive Assistant. Terry will be following in the footsteps of Anne Lockwood, who held the position for four years under Commodore James Vass and Commodore Thomas Mallison.

Terry joined the Auxiliary on March 15, 2005. Her husband, Gary, joined the Auxiliary some years earlier, when they lived in Ohio. Although Terry often attended flotilla meetings and functions with Gary, she had “too many other commitments” to join at that time. For one thing, she had just graduated from the Police Academy in Columbus, Ohio, and would spend the next 13 years as a volunteer Reserve Officer.

However, when the Barth’s moved to Florida in 2002, Gary transferred to Flotilla 58 in Ft. Pierce. They took a *Boating Skills and Seamanship (BS&S)* course together and, like many others before and after her, that tweaked Terry’s interest in becoming a member, herself. Terry realized she could learn more about

boating safety, support her country, plus, she and Gary could do it together.

“I’ll join,” she told her husband, “but I’m not getting involved.” And she firmly maintained that stance for less than three months.

Since then, she has served in many positions, starting with Flotilla Staff Officer-Materials (FSO-MA), to Division SO-MA, and District 7’s DSO-MA. She has also served as Flotilla Staff Officer for Public Affairs (FSO-PA), for Operations (FSO-OP) and as Division Staff Officer for Secretary/Records.

In 2010, Don Frasch, Deputy National Commodore LANT-E, asked her to serve as his Aide. Terry recalls, “Don was a wonderful leader, mentor and friend. Though he is no longer with us, his inspiration and wisdom still play a big part in my life.”

In 2012, newly elected District 7 Commodore John Tyson contacted Terry to become his



National Commodore Mark Simoni pauses for a moment with Terry Barth, his new National-Executive Assistant; Auxiliary photo by Robert Coby from NACON

(Continued on page 28)

Administrative Assistant.

In 2013, Terry was, once again, surprised and honored when Bruce Miller, Deputy National Commodore – Information Technology and Planning (ITP), asked her to assist him as his Aide.

Of course, anyone who knows Terry knows her frustration with technology. “I hate computers” rings out daily. So she wasn’t sure she had the skills for an ITP position, but Commodore (COMO) Miller assured her that he could teach her anything she needed to know. And he did!

“Bruce is amazing!” Terry says. “He’s very patient and calm. He taught me to break everything down into smaller steps, and attack any problem that way.”

While working with COMO Miller, Terry received a call from then National Vice Commodore Mark Simoni, asking if she would consider being his National Executive Assistant. The support, training and advice she had absorbed from Commodore Miller gave Terry the confidence to accept. Though her position became official on November 1st, her work actually began in August, right after COMO Simoni’s election at the Auxiliary’s National Conference (NACON), in Orlando. Terry hit the ground running as Commodore Simoni’s National Executive Assistant.

“I’ll join, but I’m not getting involved...”

National involvement has not pulled Terry away from other projects in District 7. She serves as the program director for the CPR team in Sector Miami, as the District 7 Commodore’s Administrative Assistant, as boat crew, instructor, vessel examiner, program visitor, and assistant branch chief for national staff conference scheduling.

Terry has come a long way from her “I’ll join, but I’m not getting involved” days. Outside of the Auxiliary, she works for two cardiologists as a cardiac sonographer. As she says, with a laugh, it’s her “real job” that interferes with her volunteer work.

Terry believes that the Auxiliary is the best organization to which she has ever belonged. Despite the number of hours she devotes, she believes that her benefits far surpass the time she invests. She has learned much, met many wonderful people, developed lifelong friendships, and accomplished more than she dreamed possible.

Her next two years will be busy and challenging, but she looks forward to helping our new National Commodore continue the positive impact the Coast Guard Auxiliary has on its members, our communities and the nation

Bravo Zulu, Terry.

B B B

YOU AND THE AUXILIARY



Articles:

- ♦ Make Boating Safer
_ - Rachel Johnson (NSBC)
- ♦ Mobile Navigating Devices?
_ - Carlos M. Arenas
- ♦ ACA Offers Float Plan App
_ - Stephen Ellerin
- ♦ SeaTow Offers Boaters' App
_ - Stephen Ellerin
- ♦ ABYC Free App & Checklist

YOU AND THE AUXILIARY

HOW CAN YOU MAKE BOATING SAFER?

By Rachel Johnson, Executive Director, National Safe Boating Council (NSBC)
Submitted by Bill Griswold, DSO-SL7

Labor Day may have marked the unofficial end to the summer boating season, but boaters will continue to enjoy time on the water throughout the year. Following safe and responsible boating practices, including wearing a life jacket, being alert on the water, and obeying navigation rules can make each on-the-water outing fun and help avoid a potential emergency.

Earlier this year, the National Safe Boating Council (NSBC)'s *Wear It!* program identified those states that had the highest number of accidents with fatalities in 2013, compiled from the U.S. Coast Guard Recreational Boating Statistics released in May, 2014.

The "good news": From 2012 to 2013, deaths from boating related accidents decreased to the lowest number on record.
The "bad news": *Too many states in District 7 made the "top ten" list.*

"Top" Ranking States for Boating Deaths

Florida

California
Texas

South Carolina

Michigan
Tennessee
New York

Pennsylvania/Washington (tie)
Georgia/Missouri/North Carolina (tie)
Arkansas/Louisiana (tie)

Top Ranking States for Boating Accidents

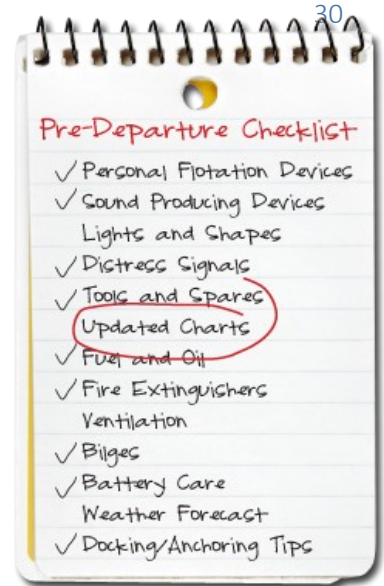
Florida

California
New York
Texas
North Carolina

Statistics show that no matter where you go boating, following boating safety practices, being well prepared and properly equipped, and *always* wearing a life jacket can help save many lives. A 2013 survey conducted by the National Safe Boating Council found that life jacket wear is significantly higher in medium and high *Wear It!* campaign activity locations than in locations with no campaign activity.

So help the *Wear It!* Campaign spread the message: share with us on Facebook and Twitter how *you* are promoting boating safety by using the hashtag #safeboating.

To learn more about safe and responsible boating practices, please visit (and ask the recreational boaters you talk with to visit) www.SafeBoatingCampaign.com.



B B B

NAVIGATING WITH MOBILE DEVICES:

FAD OR FUTURE? SAFE OR RISKY?

By Carlos M. Arenas, SO-CS Division 3

[Editor's Note: the author's reference to any product or web site is for the reader's information only and does not constitute an endorsement by the United States Coast Guard or the Coast Guard Auxiliary.]

Is it wise to use your smartphone or tablet as a navigational aid on the water? Can it provide a reliable position fix? Does getting a reliable fix from your device depend on local cell data coverage? Readers should note that, in writing this article, I have relied on my experience with IOS (Apple iPhone or iPad) devices; I have limited experience with Android system products, but expect similar results.

To make a case for using mobile devices as navigational aids, let's recognize that the latest versions of most smart phones incorporate a "true GPS receiver" in their radio cell communication chip, thanks to requests by 911 services to help them locate callers in distress.

However, mobile devices cannot lock into GPS satellites when you put them in "Airplane mode," which turns off both cellular communications and the embedded GPS receiver. Furthermore, tablets may or may not have a GPS receiver built in; for instance, WiFi-only iPads do not feature GPS functionality without an external receiver or "Puck."

Another point in favor of mobile maritime navigation (phones or those tablets that have a GPS receiver) is their "assisted GPS" (or "aGPS") feature, which means that they receive most

of the data they need for a "GPS solution" from cell data, instead of from the slow [ephemeris](#) download from GPS satellites. Consequently, mobile devices lock in much faster than many dedicated units.

In the case for dedicated units, some vendors, such as Garmin, have forayed into mobile chart plotting with apps like Bluechart Mobile ® and Garmin Helm ®, which can interface with other onboard Garmin electronics. In the case for mobile devices, some apps can receive and display "AIS" data; other mobile apps offer local knowledge (updated by fellow boaters), which can make a mobile device a very valuable piece of your electronic navigation suite. For example, the "local knowledge data" at [ActiveCaptain.com](#) has proven so remarkable that the [National Oceanic and Atmospheric Administration](#) (NOAA) is evaluating whether to use that dataset in its own products; this site claims that most products that support ActiveCaptain can use its data offline, so they could provide some functionality even if your internet connection is lost.

With that background, the following table summarizes my comparison of "Dedicated GPS Devices" with "GPS Navigation Apps Running on Mobile Devices":

(Continued on page 32)

Dedicated GPS Devices

PROS

Reliable
 Battery Life, 12V power
 Cell data independent charts
 Readable display under all conditions
 Interfaces with boat electronics (e.g. NMEA)
 High gain, dedicated antenna; Integrated or external

CONS

Slow satellite acquisition
 Lengthy and hard to memorize menus
 More difficult to update chart and user data
 Proprietary data formats, connectors, protocols.

GPS Navigation Apps Running on Mobile Devices

PROS

Superb user interface
 Fast Acquisition (aGPS)
 Easy to import/export data
 Easy, inexpensive chart updating
 Many additional functions
 Newest connect to NMEA and other protocols via Wi-Fi

CONS

Charge used up quickly, unreliable 12v power connectors
 Often unreadable under full sun, difficult reading during the day
 CRITICAL Data Dependent Charts unless one is very meticulous with the data updating process
 Multi-tasking (running other processes) can interfere with navigation
 Much less rugged, very water intolerant
 Unlikely to connect to external/high gain antenna

Although mobile technology is new, it is evolving quickly. Traditional electronic navigation vendors recognize this trend, especially the ease of use in many mobile devices' advanced user interfaces.

While their current unreliability makes trusting your navigation solely to a mobile device very risky, their accuracy and convenience is undeniable. As an additional layer of information, they can provide the peace of mind of a second, or even third, layer of redundancy to your main onboard electronics.



AMERICAN CANOE ASSOCIATION (ACA) OFFERS NEW FREE 'FLOAT PLAN MOBILE APP'

By Stephen Ellerin, DSO-PB and DVC-BL, Flotilla 82, Longboat Key, Fla.

Human-powered craft now make up the majority of recreational boat sales. As traditional boats get more expensive, particularly younger boaters increasingly turn to “paddle-craft” to get out on the water. Boaters also choose paddlesports as a way to keep physically fit, experience adventure, and spend time on the water with family and friends. More than 50 million Americans now participate in paddlesports annually.

Unfortunately, the influx of novice paddlers brings an increase in injuries and deaths. Canoes, kayaks, and stand-up paddleboards accounted for 20 percent of all boating casualties last year, according to U.S. Coast Guard 2013 Recreational Boating Statistics.

Therefore, the Auxiliary has signed a formal “Memorandum of Agreement” with the American Canoe Association (ACA) and committed to work with them to reverse this trend. For example, the Auxiliary now has special forms to use when conducting Vessel Safety Checks on paddle-craft, and is working with the ACA to develop specific paddle-craft oriented classes.

Recently the ACA released a new app, called *Paddle Ready* to help paddlers maximize both fun and safety on the

water. This convenient app benefits both new and experienced paddlers, alike. It helps paddlers create a Float Plan to tell friends and family where they intend to paddle, check the conditions along favorite routes, watch videos to refresh self-rescue techniques, and more.

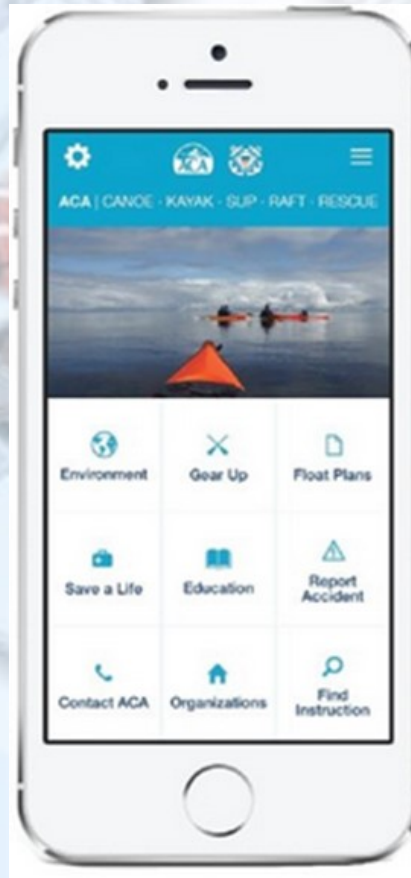
Another feature helps new paddlers connect with local ACA-certified instructors and get involved with their paddlesports community, at both a state and national level.

Paddlers and Auxiliarists who work with paddlers can get the free app at either the [Apple Store](#) (for Apple users) or [Google Play](#) (for Android users). Features in this app help paddlers to:

- Complete a *Float Plan* and email it to friends
- Find an *ACA instructor* nearby
- Get real-time *river forecasting* (surf and tidal coming soon) and general *weather forecasting*
- Search for *boating organizations* and their offices in any state
- Review multiple *Paddle Safety Checklists* for various paddling environments
- Watch *Safety and Rescue How-to Videos*

And more...

To learn more, visit www.americancanoe.org/PaddleReady. Paddle often, paddle safe, and visit the [iTunes App Store](#) or [Google Play](#) to download the free *Paddle Ready* app. 



The ACA also released a new public service announcement (PSA) expressly for stand-up paddlers, called *SUP: Leashes & Lifejackets*. The five-minute video explains the benefits and dangers of attaching yourself to your paddleboard with a leash and reviews the types of lifejackets best suited to stand-up paddling. All Auxiliarists will find it a quick introduction to some of the safety challenges that paddleboarders need to know. Watch the PSA on YouTube Channel - <http://www.youtube.com/watch?v=IMjgnFPnEqU&feature=youtube> 

SEATOW OFFERS 'BOATERS' APP'

By Stephen Ellerin, DSO-PB and DVC-BL, Flotilla 82, Longboat Key, Fla.

Note: Discussing the availability of this application or its features does not constitute an endorsement by the U.S. Coast Guard or the Coast Guard Auxiliary of the product nor any specific commercial entity.

All members of the boating public can now check local tides, weather forecasts, GPS, course over ground (COG), speed over ground, and compass and locations – all with day/night mode – with a new mobile “App” from SeaTow®. The App is free, the company writes, because “*boating should be the adventure, not finding information.*”

Features

The App lets boaters get tide forecasts, moon phases, and “next tide countdown” in analogue format for up to eight locations and up to seven days in advance. Under “Tides Settings,” choose the “Follow Me” feature and the App continuously finds the nearest tide station.

Its detailed weather report includes wind/gust speed and direction, along with water temperature, wave height, visibility, barometric pressure trend, and sunrise/sunset times. Again, the forecast ranges up to seven days in advance in up to seven locations. It even gives weather

alerts in your area.

The compass gives your direction, and its GPS shows your location, along with heading, latitude and longitude, speed over ground and course over ground. You can pinpoint your location on a map, take a photo, and share it with a friend. Keep your night vision sharp while using the App by swiping between Day and Night modes.

Caveats

Designed for inland and near coastal use, it may work off-shore with many GPS-enabled phones, *provided you are in reach of a tower*—not always the case out on the water. Also, the App uses a GPS repeater,

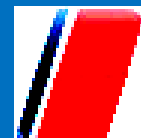
so the accuracy of its data depends solely on the accuracy of your phone’s internal GPS. Because *many features of this App depend on the ability of a phone to access a cell tower*, it works over the phone only, and will not work on a tablet. It is no substitute for Coast Guard-approved communications and signaling equipment.

Get the free App at www.seatow.com.

RRR



Free Mobile App (or Paper Checklist) from American Boat & Yacht Council



As mentioned in our last issue, *Boat Essentials-USCG Safety Gear* is a simple *checklist app* to help boaters identify the safety items they are required to have onboard. It also suggests other items that will make a boat safer and more comfortable.

Useful for all powered and non-powered boats operated in the United States and territorial waters. This app also contains features to help maintain a boat, buy supplies for a boat, and helps notify the user of important dates.

Currently, it is available for the Apple iPhone only. Get the free app from the iStore — an Android version is not yet available.

Auxiliarists with other devices can download a print-ready paper (PDF) version at <http://abyc.site-ym.com/store/ViewProduct.aspx?id=2457429> ... or ask your FSO-MA to order a water-resistant version from the Auxiliary National Supply Center, as item No. ANSC 3030.

The **American Boat & Yacht Council (ABYC)** was created in 1954 as a non-profit organization to develop safety standards for the design, construction, equipment, repair and maintenance of boats. The mission of ABYC is to improve boating safety and reduce the number of injuries and fatalities.

BBB



William R Sekeres, DCDR 14, leads the Color Guard into NACON 2014 in Orlando.

Auxiliary Photo by Nan Ellen Fuller

Register Your Beacon To Be Located

Advise boaters who own an emergency position indicating radio beacon (EPIRB) to register their beacon with the proper national authority. This links a boater and their beacon together. If it isn't registered, a USCG or Auxiliary search and rescue operation cannot identify your signal. This is also true for personal location beacons (PLBs) and emergency locator transmitters (ELTs).

EPIRBs are generally installed on boats, and can either be operated automatically after an incident or manually. EPIRBs alert search and rescue services in the event of emergency by transmitting a coded message on the 406 MHz distress frequency via satellite and earth stations to the nearest rescue coordination center. Some EPIRBs also have built-in global positioning system (GPS), which enables the rescue service (Coast Guard in the U.S.) to locate you within approximately 50 meters.

You can find your [National Authority](#) here.

This reference does not constitute an endorsement of the manufacturer's products by either the USCG or USCG Auxiliary.

FEATURE ARTICLES



Articles:

- ♦ Barry Porter Completes 55 Years
- *Dick Risk*
- ♦ Your 'Auxiliary Ph.D.'
- *Mary Patton*
- ♦ 'Reel Animals' Radio Honored
- *Jim Fogle*
- ♦ From 'Trainee' to 'QE'
- *Linda Jones*
- ♦ A Lifejacket Buys You Time
- *Paul Newman*
- ♦ West Marine 2015 Discount Coupons
- *Stephen Ellerin*

FEATURE ARTICLES

BARRY PORTER COMPLETES 55 YEARS OF AUXILIARY SERVICE ... SO FAR

By Dick Risk, ADSO-PB and BC-BLA, Flotilla 72, St. Petersburg, Fla.

This year, Auxiliarist Barry Porter completed 55 years of service to the U.S. Coast Guard Auxiliary. For this, he will receive a plaque from the office of the Chief Director of the Auxiliary in Washington, D.C.

Officially, according to Auxiliary records, Barry became a member on Nov. 13, 1959. But, if you ask him, it was a year earlier, totaling 56 years of membership if he is correct. "I didn't get my membership card until May of '59, and then got another in November '59," Barry explains. "So, that's where they kind of made the mistake when I joined. But I was there all during '58."

Barry's interest in the military began early. "When I was little, I had a sailor uniform [that] I used to wear all the time. And when I got up to about six, seven, eight years old, I had this little Army outfit; and I used to wear it all the time and play soldier. I [even] had a wooden rifle."

From Soldier to Sailor

Born in Worchester, Mass., in



1939, Barry and his family moved to his mother's hometown, Spartanburg, S.C., at age nine. He came to Florida to attend St. Petersburg Junior College, where received training as a limited practical nurse (LPN). That launched his career in geriatrics, which paid the rent for the next 45 years.

Although the lingering effects of childhood ear operations kept him from enlisting for regular military service, Barry found a home in the Coast Guard Auxiliary.

He joined the Auxiliary about the same time that he began nursing school. Attracted, and then inspired, by the *Boating Skills and Seamanship* course he took, in 1957, at what was then Flotilla 73, he asked about membership. Flotilla 73 referred him to the flotilla nearest his home, 72 in St. Petersburg. At the time, says Barry, "one needed to be voted in by the members; you couldn't just join."

The members of 72 voted wisely. Since his induction, Barry has served in several flotilla and division staff officer positions, as flotilla vice commander and commander, all with Flotilla 72. Barry considers becoming flotilla commander, in 2000, the highlight of his tenure. "That was really a good feeling. I enjoyed it. I only took it for one year, but I always wanted to be a flotilla commander, [and] I finally got to serve, after all those years," he recalls. "I really didn't want to go any

(Continued on page 38)

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higher,” he adds. Barry credits “a good staff” as the key to his successful term.

He proudly holds the AUXOP designation (see [*“Go For Your ‘Auxiliary Ph.D.’”*](#) following story) and two of his most memorable Auxiliary experiences occurred on the water, in 1980. The first occurred when the U.S.

Coast Guard Cutter *Blackthorn* went down on Jan. 28, 1980, after a collision with the tanker *Capricorn*. That resulted in the deaths of 23 Coast Guard crewmembers. A few months later, on May 9, at almost the exact same spot, the freighter *Summit Venture*, a ship as long as two football fields, hit the Sunshine Skyway Bridge, opening a gap through which several motor vehicles fell, causing 35 deaths. “We were out there looking for bodies,” Barry remembers somberly.

Change and Continuity

“Basically, [the Auxiliary] is the same” today as it was in 1959, Barry reflects. “But the uniforms have changed dramatically. We wore khaki back in the old days, with insignia on your sleeve. And then they changed it, later on, to [insignia on] the boards. And they changed the color, finally, from the khaki to

The evolution of an Auxiliarist. Barry Porter’s Auxiliary career spans nearly 60 years. This year, the office of the Chief Director of the Auxiliary will recognize his six decades of service with a formal presentation. Auxiliary photos, this page and previous.

the blues. We had a dark blue uniform back then, with a white cap and the sleeve lace. And then they changed it again, to where we wore the sleeve lace on the dress uniform.

“We used to wear a short-sleeve khaki shirt with the insignia on it. Then they changed that to blue and put the insignias on the collar of the shirt. Now you don’t have that anymore; you have the ODUs [operational dress uniforms]. And [our] hat styles have changed; now we wear ball caps.”

The missions have also changed. “In the old days, we did mostly regatta patrols and search and rescue, that sort of thing. Now, we also go out and look for people who might be doing some kind of damage to the bridges or ships or something like that—patrol work.”

Barry regrets that he is not physically able to do patrols anymore, but he serves in his 20th year as Flotilla 72’s materials officer (FSO-MT). “That’s my little nook; that’s what I do.”

Does Barry think he’ll ever get that job down pat? When asked, he replies with a smile, “Maybe I will one of these days. I haven’t quite got it all yet.”

His advice for newcomers:

“Don’t be discouraged if you don’t understand all of the things that go on, because you learn it as you go along. I did-



(Continued from page 38)

n't know a thing when I came in—all of the acronyms, abbreviations and all of that, what everything was about, and what you couldn't do and what you could do. It comes. Don't give up if you're really interested in a semi-military atmosphere. Stick with it," Barry advises. "I've been here all of these years and I'm

planning to stay until they carry me out. I'm married to the Auxiliary. I couldn't be in anything else.

"I'm proud to be an Auxiliary member. I'm glad I've lived long enough to be here this long." He says he will try to make it to 60 years and, if he is still living, then he'll try for 70. "I'm never going to retire. I'll stay in the Auxiliary as long as I am able."

RRR

GO FOR YOUR 'AUXILIARY PH.D.'

By Mary Patton, ADSO-PB (W)

Only about 12 percent of all Auxiliarists earn right to wear the Operational Auxiliarist (AUXOP) device. Perhaps that's why some call it the "Ph.D. of the Auxiliary."

Earning an "AX-2" (which is the current iteration of the AUXOP designation, as distinguished from the older AX designation) requires passing a combination of Auxiliary courses, each of which earns a published number of "points." A candidate needs a total of 7 points for the Operational Auxiliarist designation.

The first three courses, all required, earn one point each (for a total of 3 points toward the required 7):

- Auxiliary Seamanship (AUXSEA) course
- Auxiliary Communications (AUXCOM) course
- Auxiliary Weather (AUXWEA) course

The next step requires completing ONE of the following leader-

ship courses, for 1 point:

- Flotilla Leadership Course (FLC)
- Auxiliary Leadership and Management (AUXLMS), both A & B for the credit
- Auxiliary Mid-Level Officers Course (AMLOC-A for DCDR/VCDR/DVC).
- Auxiliary Mid-Level Officers Course (AMLOC-B for DCAPT/DIRd).
- Auxiliary Senior Officers Course (ASOC)

Finally, the AUXOP candidate successfully completes any combination of the following courses, to earn a total of 3 points:

- Introduction to Marine Safety and Environmental Protection course, better known as IMSEP, 2 credits
- Auxiliary Search Coordination and Execution Specialty

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Course (AUXSC&E), 2 credits

- Auxiliary Navigation Specialty Course (AUXNAV), 2 credits
- Auxiliary Patrol Specialty Course (AUXPAT), 1 credit
- Auxiliary Aids-to-Navigation (ATON) *and* Chart Updating C-school (AUX-o6), 1 credit
- National Incident Management System (NIMS)-compliant Incident Command System (ICS) 300 & 400 (ICS 210 cannot be substituted), 1 credit
- Auxiliary Air Coordinator C-school (AUX-15), 1 credit
- Designated Specialty ICS Courses, chosen from a list on the National Training website; 1 or 2 credits.

Although IMSEP and AUXWEA seem to be the sticking points for many Auxiliarists, they don't have to be. Local divisions and flotillas frequently run AUXOP classes; consider signing up for one. Once you pass that first test, you will probably be hooked, and want to take another. Soon your flotilla commander will be pinning the prestigious AUXOP device on your uniform.

If you miss your local “live” courses, Ralph Tomlinson hosts a marvelous online learning system, called “Webinars,” from his home in Sector Lower Mississippi River, Ames, Iowa. You take the free classes in the comfort of your own home, on your own computer. Ralph provides a good overview of the material, and you can ask questions as you go. Although Ralph's webinar series provides an overview, after you complete his online course, you will still need to study. Ralph suggests that you print out a paper copy of the course so you can study, study, and study some more—especially study the questions and answers at the end of the chapters, be-

cause they could show up on your test.

To take the test and earn credit, either ask a qualified “original AX” member to give the exam online, or take a paper exam from either an authorized AX or AX-2 member.

Many Auxiliarists believe that the best bet is to take both the IMSEP and AUXWEA courses and the exams at our annual District 7 Training Event (D-TRAIN). Every year, the District devotes considerable time at that yearly conference to training and testing—and you get your test results right away.

Every Auxiliarist can earn the distinguished AUXOP designation. When you place the AUXOP device on your uniform for the first time, you feel justifiable pride. It tells other Auxiliarists that you have mastered the many Auxiliary skills that make up the AUXOP library, and that you worked extremely hard to claim the Auxiliary's “Ph.D.”

R R R

Coast Guard History: Revenue Cutter Vigilant Captures the British privateer Dard, War of 1812



'REEL ANIMALS' RADIO PERSONALITIES HONORED FOR SAFETY TIPS

By Jim Fogle, SO-PE, Division 7, Flotilla 72, St. Petersburg

Adapted from the Fall 2014 issue of Division 7's Intercom, Dottie Riley, editor.

When Captain Michael Anderson, of the radio show *Reel Animals Fishing Team*, and Mike Mahoney, of T. A. Mahoney Company, attended the Division 7 Annual Meeting on October 4, 2014, as special guests, they received Certificates of Appreciation to recognize their "endorsement, enthusiasm and continued support" of the Auxiliary's safe boating initiatives.

Since February of 2011, the *Reel Animals* program has donated radio time every Saturday and Sunday morning to broadcast over 300 safe boating tips.

The program reaches more than 20,000 listeners over a vast

broadcast area within Florida.

Auxiliarist Jim Fogle, of Flotilla 72 and Division 7's Public Education staff officer (SO-PE), appears regularly on the radio program to help get the message out.

Anderson, a noted fishing expert, hosts the program, and Mahoney's company sponsors the airtime. Division 7 also recognized and thanked Captain Billy Nobles (not present), another *Reel Animals Fishing Team* member.



Jim Fogle, SO-PE, congratulates Captain Michael Anderson, of the radio show *Reel Animals Fishing Team*, and Mike Mahoney, of T. A. Mahoney Company, show sponsor, for their continued support" of the Auxiliary's safe boating initiatives. Auxiliary photo.

FROM 'TRAINEE' TO 'QE'

By Linda Jones, FSO-PA, Flotilla 15-1, Homosassa, Fla.

If qualifying for the Auxiliary "AUXOP" device is earning your "Auxiliary Ph.D." (see *previous article*; [click here](#)), then becoming qualified to serve as a crew member on a U.S. Coast Guard Auxiliary vessel is a graduate apprentice program. It's a great goal, but be prepared to train like active duty Coast Guard members, because Auxiliarists who become crew-qualified may occasionally be asked to assist the "Gold Side" on live missions.

An old saying goes, "There's the right way, the wrong way and the Coast Guard way" to do everything on a boat, and qualifying to serve alongside active duty members means knowing the Coast Guard way.



Working with Station Yankeetown. Left to right: Dan Farrar and Don Jones – Auxiliary. Flotilla 15. Auxiliary Photo by Linda Jones

Crew training is rewarding, exciting, and fun, but it can take up to two years for trainees to learn the necessary tasks and develop their skills—so be patient. Crew training takes place partially in the classroom, partially on the water, and partially on your own. Often, flotillas pool their resources and train together. Like virtually all Auxiliary training, crew training comes free of charge.

If your parents ever told you that "practice makes perfect," Auxiliary crew training will confirm their wisdom. Auxiliary crew trainees get lots of practice.

Then, when your flotilla Member Training Officer (FSO-MT), the

Operations Officer, and you decide you are ready, they will arrange for a Qualifying Exam (QE).

Passing the QE earns "crew member" status. Receiving the certificate of successful completion and the operations ribbon in front of your flotilla bring a well-earned sense of accomplishment. And when the coxswain casts off on your first patrol mission as a qualified crew member, you will know you have become an integral member of "Team Coast Guard."

[Eds. Note: The Coast Guard currently has about 31,000 active duty members; the Coast Guard Auxiliary has about 36,000 members. If every one of us became crew qualified, taught a public education class, became a marine visitor or ATON verifier, we could virtually double the Coast Guard's effectiveness. When you take advantage of the opportunities to serve, you help make a difference.]

B B B

Practicing two-boat drills.

Left to right: Dan Farrar, Jodi Simon, Vince Maida, Don Jones, Andrea Harris. Auxiliary Photo by James Simon.



(Eds Note: because we cropped the photo, it is not clear that the Auxiliarists were properly "under cover" of each boat's bimini, and so correctly attired, without hats)

A LIFEJACKET BUYS YOU TIME

Promote Lifejacket Wear with “Cold Water Immersion Logic”

By Paul Newman, U.S. Coast Guard Lieutenant Commander (Retired);
Eleventh District, Recreational Boating Safety Specialist;
Vice Flotilla Commander, Flotilla 45, Sector Puget Sound

This article originally appeared in [WAVES](#), the official publication of the RBS-Outreach Directorate, Fall 2014

Last summer, I watched a TV crew on a boat dock as they interviewed a Coast Guard Auxiliarist about lifejackets. “I’m a good swimmer,” said the reporter, “So why should I wear a lifejacket?”

I waited, hoping I wouldn’t hear the answer that I knew was coming.

“Well, you could hit your head and go unconscious,” said the Auxiliarist.

“Ugh!” I groaned at the TV. “What a missed opportunity.”

We have been trying to scare people for decades by telling them that they might hit their head going overboard, or they might get hypothermia once in the water, but statistics belie both arguments. Besides, most people just shrug it off, thinking, “That won’t happen to me.”

Better that we update our conversations from common experience, backed by credible research, such as that done by Cold Water Boot Camp USA.

Everyone knows what happens when you step into a cold



Utah law enforcement officer practices cold water survival with life jacket. Note his “gasp reflex” Auxiliary photo provided by Paul Newman

shower: it takes your breath away, and you gasp. Well, [Cold Water Boot Camp USA](#) (CWBCUSA) proved that *boaters gasp when they fall into cold water*, too. A person who cannot control his/her breathing in that initial splash will drown.

CWBCUSA was a 2008 research project of the National Water Safety Congress, funded by a Coast Guard grant to understand just how critical the first few minutes are to survival in cold water. “Cold” water means less than 70° Fahrenheit—so most waters in the USA qualify as “cold” most of the year, even in District 7.

This research showed that most people who drowned probably died of cold shock or cold incapacitation (not to be confused with hypothermia, which takes much longer). When volunteers jumped into 45° water, they experienced the symptoms of cold shock: an initial gasp, hyperventilation, and extreme difficulty swimming. Some could not even swim the length of a 25-foot Coast Guard boat without help.

Those able to calm themselves in that moment when they hit

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the water, could stay in the water a few minutes longer, but they experienced “cold incapacitation”: their fingers and arms stopped working; they could not climb back onboard a boat unassisted, or otherwise help themselves. Rather, they succumbed to “swim failure”—their arms and legs could not make the effective swimming motions they would need to keep themselves afloat. They would have drowned without a rescue swimmer holding them up.

The “cold water immersion” simulation took a few test subjects all the way to mild hypothermia. That took a lot longer than most people think—it takes an hour or more for hypothermia to take effect (depending on water temperature, body composition, etc.) and another hour after that to lose consciousness and for the heart to stop. Without a lifejacket, even good swimmers will drown long before succumbing to hypothermia.

The *Cold Water Boot Camp USA DVD*, available on the [CWBCU-SA website—click here](#), goes into more details of the research. In a nutshell, it defines three stages of cold water immersion, summarized in “The 1-10-1 Principle”:

1: Cold Shock (first minute)

- Gasp reflex (inhaling or aspirating up to a quart of water)
- Hyperventilation (rapid, uncontrolled, ineffective breathing)
- *Drowning if unable to calm oneself*



Stand-Up Paddleboard, Utah 2009
Photo provided by Paul Newman



Cold Water Rescue simulation. Photo provided by Paul Newman

10: Cold Incapacitation (after 10 minutes or more, if able to survive the initial cold shock)

- Loss of muscle dexterity (victim can't get back in the boat, or even operate a radio, signal device, etc.)
- Swim failure (can't swim, no longer a “strong swimmer”)
- *Drowning if not rescued*

1: Hypothermia (after one hour or more)

- *Only possible if wearing a lifejacket*

Now, when you tell the public that wearing a lifejacket is essential, pair this “cold water research” research with a new slogan:
“A Lifejacket Buys You Time.”

*A Lifejacket Buys You Time:
The “1-10-1 Principle” of cold water immersion*

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In other words, “a lifejacket buys you the time you need to wait for rescue.”

“A Lifejacket Buys You Time “

Still not convinced? Picture this:

One afternoon last summer on Lake Tahoe, air temp about 70°, water temp 60° on the surface: A man falls off his Stand Up Paddleboard (SUP) and goes straight down, drowning instantly. He experienced cold shock response (witness statement verified that he did **not** hit his head).

RBR

Auxiliarist Paul Newman discusses the basics of inflatable PFD's with recreational boaters. Auxiliary photo.



District 7 Director of Auxiliary CDR Bill Seward and District 7 Commodore John Tyson enjoy a moment between business sessions at the Auxiliary National Conference in Orlando August 2014.



United States Coast Guard Commandant Admiral Paul Zukunft cuts the Auxiliary's 75th Anniversary cake at the National Conference (NACON) in Orlando last summer. Auxiliary photo by Nan Ellen Fuller

Don't see your photo or an article about your flotilla in this issue of the *Breeze*?

Perhaps you forgot to send it to us?

The *Breeze* features items that show the Auxiliary "in action" that reflect district and national interest.

Send letters or comments — and article and photo submissions — to the Editors at D7Breeze@yahoo.com

District Seven Commodore John Tyson carries the D7 colors into the Auxiliary National Conference (NACON) in Orlando, last summer. Auxiliary photo by Nan Ellen Fuller.



BREEZE, U.S. Coast Guard Auxiliary, District 7



Look for the United States Power Squadrons (USPS) logo next to the Auxiliary logo on future Program Visitor display racks.

USPS Program Visitors are authorized by the Auxiliary National Commodore to add their logo on existing display racks and to share the rack with Auxiliary units.

“Remember that no PV or flotilla “owns” a particular territory or marine dealer/partner. In some areas, the Auxiliary may be sharing space on a partner’s shelf with USPS brochures and class schedules”

TEAM COAST GUARD

ARTICLES:

- ♦ CDR WILLIAM E. SEWARD:
MY OPEN DOOR POLICY
- ♦ USCG MARKINGS ON AUX. GEAR
- VICKIE L. APONTE
- ♦ TEAM COAST GUARD AT 'DTRAIN'
- STEPHEN ELLERIN
- ♦ ON ARTIC MISSION WITH THE USCG
- BILL GIERS
- ♦ WHAT'S A TYPE III AGAIN?
- ♦ KEEP YOUR AUXDATA DATA UP TO DATE
- STEPHEN ELLERIN
- ♦ USCG VIDEOS:
'PERILOUS PRACTICE' & 'DANGEROUS RESCUE'
- ♦ FLOTILLA 59'S 'GET HOME TONIGHT'
- DARREL GRAZIANI

Watch the United States Coast Guard in action at <http://www.coastguardchannel.com/>



MEMO FROM OUR DISTRICT 7
 DIRECTOR OF AUXILIARY (DIRAUX)
 COMMANDER WILLIAM E. SEWARD

The Commander's Open Door Policy:

U.S. Department of
 Homeland Security
 United States
 Coast Guard



Commander
 Seventh Coast Guard District

909 SE 1st Avenue
 Miami, FL 33131-3050
 Staff Symbol: dpa
 Phone: (305) 415-7052
 Fax: (305) 415-7059

1000
 06 Oct 2014

MEMORANDUM

From: 
 W. E. Seward, CDR
 CGD SEVEN (dpa)

To: Distribution

Subj: DIRECTOR OF AUXILIARY OPEN DOOR POLICY

1. The Seventh Coast Guard District Auxiliary's ability to efficiently identify and satisfactorily resolve problems is vital to mission accomplishment. Meaningful, two-way communication is essential to taking care of people and to proper performance of our duties. The chain of leadership is an indispensable component for sharing information. Leaders at all levels must be available and willing to listen. When properly used, the chain of leadership can solve problems quickly and at the lowest appropriate level.

2. I'm interested in any issue that concerns the morale, administration, mission accomplishment, and care of this organization and its members. Because our Auxiliarist play an important role in how this District functions, it is vital that I have an Open Door policy that encourages all concerned to communicate important and timely information to me or to seek necessary guidance from me.

3. This Open Door policy is not meant to conflict with similar Order Issuing Authority (OIA), District Commodore or lower level programs which should be used first. However, issues that cannot be resolved at a lower level, despite genuine good faith attempt to fix them, can be brought to my attention. I will be interested in knowing what has previously been done to solve a problem, and will gladly do what is appropriate and feasible at my level to assist. All Auxiliarists requesting an audience will contact Ms. Ruth Fernandez, (305) 415-7051, for an appointment.

4. Use of this Open Door policy is not appropriate to address cases or issues being processed in separate, specific administrative or disciplinary channels designed to resolve the matter (e.g., Auxiliary administrative discipline procedures). Those systems must be allowed to run their normal course as determined by the appropriate Commandant Instruction(s).

5. I will not tolerate retribution of any kind against a member who chooses to use the open door or who chooses to seek assistance from the Civil Rights Directorate, my staff, or anyone else who is in the business of helping our Auxiliary members.

6. A copy of this memorandum shall be posted on all Flotilla and Division bulletin boards.

#

Dist: All D7 Auxiliary Units

COAST GUARD MARKINGS ON AUXILIARY UNIFORMS AND PERSONAL PROTECTIVE GEAR

By Vickie L. Aponte, Auxiliary Affairs Assistant, District 7

Membership in the Coast Guard Auxiliary can be a costly endeavor. Beyond volunteering our time and effort, we also pay dues and purchase uniforms, personal protective equipment, and other items. The Coast Guard appreciates all that we contribute, as volunteers, to Recreational Boating Safety and to Operations. Therefore, when their budget permits, the Coast Guard contributes new and used “personal protective equipment” to local Auxiliary units.

When a Coast Guard unit donates equipment to a local Auxiliary unit, it is the Coast Guard’s responsibility to mark these items properly for use by Auxiliarists. However sometimes, for a number of reasons, circumstances prevent that.

In this event, *it is up to the receiving Auxiliary unit to mark these items properly **prior to use*** by adding the word “Auxiliary” after the words “Coast Guard.” The best time to do this may be before distributing any items to its members.

United States Coast Guard Auxiliary Manual COMDTINST M16790.1G, Chapter 10-10, covers the policy governing Auxiliary members wearing uniform items and personal protective equipment properly marked (emphasis added):

C.2. Uniforms, Accessories, and Coast Guard Markings

Uniforms and accessories obtained through recognized sources have been Coast Guard certified. The products are made of modern materials and constructed to precise

specifications with care. Cleaning and maintenance of uniforms and accessories should present no problems. Labels frequently provide specific cleaning instructions.

With the exception of authorized Coast Guard unit ball caps, Auxiliarists should avoid wearing uniform items that carry Coast Guard markings, particularly Personal Protective Equipment (PPE), work clothes, and organizational clothing. It is the responsibility of the Coast Guard unit that provides such uniform items to Auxiliarists to provide uniform items that are

properly marked for Auxiliarists. Time and circumstances may not facilitate the availability of Coast Guard-provided uniform items that have Auxiliary markings. In such circumstances, Auxiliarists may wear the provided uniform items despite not having appropriate Auxiliary markings. However, **all due effort shall be put forth to correct such circumstances so that Auxiliarists are provided uniform items with appropriate Auxiliary markings as soon thereafter as possible.**

Please ensure that every member of your unit wears properly marked uniforms and personal protective equipment; again, the best time to do so may be before distributing these items to members.



Watch “A United States Coast Guard Sea Shanty” at <http://www.youtube.com/watch?v=MPNdAW75AxA&spfreload=10>

TEAM COAST GUARD AT 'DTRAIN'

By Stephen Ellerin, DSO-PB and DVC-BL, Flotilla 82, Longboat Key, Fla.



U.S. Coast Guard Commandant Admiral Paul Zukunft addresses the Auxiliary National Conference (NACON) in Orlando, Fla. Auxiliary photo.

Admiral Paul Zukunft told the Auxiliary National Conference (NACON) a few weeks earlier, "Team Coast Guard" has roughly 31,000 active duty members and about 32,000 Auxiliarists.

So if each of us contributes to the mission—teaches a Public Education (PE) class, or signs up members of the boating public to take a PE class; helps staff a Public Affairs event or stands radio watch; becomes "crew qualified" and goes out on regular patrol—we can virtual-

The Coast Guard recognizes the Auxiliary's importance as part of "Team Coast Guard" in successfully carrying out its mission. So much so that, even in these times of severe budget restraint, they sent several senior "Gold Side" (active duty) officers to attend the District 7 Training Conference (DTRAIN) last August, in Orlando. As U.S. Coast Guard Commandant

Commander William E. "Bill" Seward, District Seven Director of the Auxiliary (DIRAUX), and Cary Seward. Auxiliary photo by Nan Ellen Fuller



ly double the Coast Guard's reach into the Recreational Boating community.

Commander William Seward, our District Seven Director of the Auxiliary, told meeting attendees that D7 is the largest district in the Auxiliary. Last year, D7 Auxiliary members saved 32 lives and prevented more than \$9MM in property damage. D7 members contribute an average of 59 hours each to the Auxiliary; members of the next most active district average only 32 hours per member.

USCG Captain "Buddy" Reams, USCG Chief of Prevention, thanks members for helping improve marine safety and improve security around bridges and other potentially vulnerable areas. In short, he says, "the Auxiliary makes the active duty Coast Guard more efficient."



The Coast Guard even sent Sammi the Sea Otter (beneath that furry exterior is Coast Guard civilian Bruce Wright, Recreational Boating Safety Specialist) to D7 Training (DTRAIN) last August, in Orlando. Sammi led the dancing at Hawaiian FUN Night. Auxiliary photo by Nan Ellen Fuller

RRR

ON MISSION WITH THE US COAST GUARD

By Bill Giers, ADSO-DV, ADSO-PA, Flotilla 17-6, Merritt Island, Fla.

Bill is currently at sea on the USCG *Healy* during its latest science mission. You can follow its progress on the *Healy* web site <http://www.uscg.mil/pacarea/cgcHealy/> and on Iceflo.net <http://icefloe.net/healy-current-mission>. We have left Bill's article in his original "diary" format—Eds.

One of the scientists (Leonard Zabilansky) onboard the U.S. Coast Guard Cutter *Healy* took this photo of me. Thought you'd like to see it. I have to learn how he reduced its file size enough to go through the e-mail onboard this ship, so that I can send more of my photos. You have to look closely at this one, because I'm pointing at icicles on the life ring. Ocean temp is 29 F.

During lunch, the loudhailer announced that we'd been hailed and boarded by Davy Jones. The Captain had a talk with Davy and received a summons with the names of those "Pollywogs" aboard who do not hold passports from King Neptune. Davy claimed that he could smell the Pollywogs onboard. Sooooo, I imagine that part of tonight's forthcoming ceremony will try to alter our smell. Ugh!

Update—No ceremony today. It was just a tease to raise the anxiety—we really need that. LOL.

Also awaiting a visit from the representative of the "Golden Dragon" (since we just crossed the International Date Line).

The "Polar Bears" (those who have completed their ceremonial initiation by Davy Jones) get to wear red covers and red "T's" while the ship sails above the Arctic Circle, and have begun making derisive comments to us Pollywogs. Of course, no one will tell us what to expect. So some people's imaginations are running

amok.

The SUN is out today. A truly rare event. The water is also extraordinarily flat and calm (also unusual). Many of the crew go topside to see the sun—and actual patches of blue sky.

Last night, I helped an active duty member (who is also an Auxiliarist) go over some personal qualification tasks (PQS). During this trip, we hope to get her ready for her coxswain Qualifying Exam (QE), with the exception of her on-the-water time (i.e., all the land tasks). I may teach the "Seamanship" and "Weather" [AUXOP](#) classes, which she needs also. With all of her active duty obligations, it has been difficult for her to get her required training. She is putting in for retirement from the Coast Guard, and wants to have her AUXOP complete. There is an Auxiliary chef (Auxiliary Food Service, or AUXFS) onboard as well, and she may also join us for the AUXOP class.

The Supply Officer (SUPPO) and I have had several conversations about AUXFS, and he wants me to write an article for the [Navigator](#) [the Auxiliary's national print-format magazine; click the underlined blue text to see past issues] requesting AUXFS's onboard more often. Probably two at a time. He supports the program and likes how we have worked in the galley with his active duty FS Team.

In my "spare time," I have begun my training for "Helm & Lookout" certification with Command Master Chief Sullivan.

Although I have taught two TCT [Team Coordination Training] classes, we are too busy with science right now to go further. Later I will do another 3 or so to get everyone caught up.

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The science here runs around the clock. We have daylight most of the time, so many things can be done safely. “Colors” [flag lowering] takes place at 20:00, even though it is still light. Two nights ago, at 02:30 we were running tests on shaft vibration to study how that might affect the hydrophone tests. So we were deliberately striking large ice flows and thick ice (usually you avoid doing that, if possible) to capture the differences in vibration and sounds. I think the Captain was having fun with it.

We were steaming in circles so that we could later pass through the chunks of ice we created to see how that affected the vibrations we picked up.

With 50 scientists on board from many different countries, plus the USCG Research & Develop-

ment (R&D) Teams, each with their different projects, many very interesting conversations take place. Too often, I find it difficult to break away to go to sleep. Just like college, someone is always awake and has a great story to tell. So many crew members here are at the top of their fields and are both ready

and excited to share what they are doing. It creates a most unique [sic] atmosphere.

Movie night in the hanger was [Down Periscope](#) with Kelsey Grammer. *Sharknado* will be next.

Tomorrow, we will do a burial at sea.

Busy. Having fun. Working/playing hard.

In closing, always happy to hear from you. It is very different out here from Florida, but the



It ain't Florida. Bill Giers, Flotilla 17-06, takes a break from Florida's sun and surf to remind himself what icicles look like. When not "cooling his heels," he helps the active duty "FS" crew prepare and serve meals onboard the science ship U.S. Coast Guard Cutter *Healy*.

Auxiliary photo by Leonard Zabilansky.

mission, and our core values, do not change.

RRR

WHAT'S A TYPE III AGAIN?

This article originally appeared in WAVES, the official publication of the RBS-Outreach Directorate, Fall 2014, posted at http://bdept.cgaux.org/wp/wp-content/uploads/2014/10/Oct2014-WAVES_Final.pdf

The Coast Guard has issued a final rule to remove references to type codes in its regulations on the carriage and labeling of Coast Guard-approved personal flotation devices (PFDs). Removing these type codes from our regulations will facilitate future incorporation by reference of new industry consensus standards for PFD labeling that more effectively convey safety information, and is a step toward harmonization of our regulations with PFD requirements in Canada and in other countries ...

Published in the Federal Register on 09/22/2014 and available online at <http://federalregister.gov/a/2014-22373>, and on www.FDsys.gov

— Submitted by Bill Griswold, DSO-SL, BC-BLN, BC-BRG

ANNAPOLIS, Md. September 30 – In a move that should benefit recreational boaters, the U.S. Coast Guard has dropped the former life jacket type code scheme – Type I, II, III, IV and V – that formerly labeled the types of approved life jackets and differentiated each type's specific use. Chris Edmonston, president of the BoatUS Foundation for Boating Safety and Chairman of the National Safe Boating Council, says, "The boating safety community believes this move by the Coast Guard will help lead the way toward more comfortable and innovative life jacket designs, help boaters stay on the right side of the law, lower costs, and save lives."

Explains Edmonston, "The positive news is that we will no longer see a Type I, II, III, IV or V label on a new life jackets. This type coding was unique to the United States; it tended to confuse boaters, limited choices, and increased the cost of life jackets." He says that removing the type coding was a first step towards adopting new standards, ones that will eventually simplify life jacket requirements for recreational boaters.

Among other benefits, this move allows the US to consider new life jacket designs, especially those tested in other countries, so that US standards will be more 'harmonized'—initially with Canada and eventually with the European Union.



"Along with [making] a wider variety [of lifejackets available], aligning our standards with those of our neighbors to the north and across the Atlantic will help reduce prices, since manufacturers won't have to make products unique to the U.S. market," explains Edmonston.

However, he cautions that boaters must still abide by the current standards when using older life jackets marked with the Type I-V labeling, since they remain legal for use. Boaters "must continue to have a properly fitted life jacket for all aboard, and, as always, you'll need to follow the label's instructions, regardless of when it was made. Simply put, if you follow the label, you're following the law."

BoatUS, one of the Auxiliary's RBS Partners, posts a full list of the current life jacket types and descriptions at www.BoatUS.org/life-

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[jackets](#), and any updates on new life jacket types and styles will be posted at that site, when available.

Innovative Design Contest

To help change the mindset of what a life jacket must look like, The BoatUS Foundation, the Personal Floatation Device Manufacturers Association (PFDMA), and the National Marine Manufacturers Association (NMMA) recently kicked off a “Innovations in Life Jacket Design Competition” to encourage new technologies and design ideas. Between now and April 15, 2015, the contest seeks entries from groups or individuals, including collegiate design programs, armchair inventors or even boat and fishing clubs.

Entries may be as simple as hand-drawn theoretical designs or full working prototypes. Judging will consider four criteria: wearability, reliability, cost and innovation. For more on that contest, go to www.BoatUS.org/design. 

We have come a long way, but the wrong way

We have come a long way, but the wrong way. Recently, I learned that more people have died in boating accidents in Monroe County (Florida Keys) than on the highway. — *Bill Griswold, DSO-SL 7*

Fatality Comparison – Jan. 1 to Sept. 23

2013 = 38, 7 missing 2014 = 50, 3 missing

Source: Lieutenant Seth Wagner, Florida Fish and Wildlife Conservation Commission (FWC) / DLE / Boating and Waterways, Tallahassee, Fla.

Soundings Magazine (an Auxiliary RBS Partner) Posts USCG Videos:



The videos below come from <http://www.soundingsonline.com/videos/news-videos?slg=miami-coast-guard-rescue&orderby=default>

Watch as Sector Miami tows a boater from this.....

..... to this



KEEP YOUR AUXDATA DATA UP TO DATE

By Stephen Ellerin, DSO-PB and DVC-BL, Flotilla 82, Longboat Key, Fla.

The Chief Director of Auxiliary (CHDIRAUX) reminded us recently that his office will mail the *Navigator*, the Auxiliary's only print magazine, to all Auxiliarists in January, 2015.

In order for your copy to reach you, *please check your address as listed in AUXDATA*. Obviously, the post office cannot deliver magazines to incomplete, inaccurate or improper addresses.

Keeping your address up to date and accurate will also ensure that other important information from the Auxiliary reaches you. It even reduces government waste, by minimizing non-deliverable mail costs.

Even seemingly minor mailing address inaccuracies can prevent delivery. Some common errors include:

- Missing "directional" specification (e.g., not including "SW" as in "1234 George Washington BLVD SW")
- Lack of a street/avenue/way/drive specification (e.g., not including "ST" as in "1234 George Washington ST")
- Lack of an apartment number (e.g., not including "Apt #123" as in "1234 George Washington ST, Apt #123")
- Incomplete City, State, ZIP+4 Code on the last line (e.g., not including the ZIP+4 Code, such as "22193-5533")

The CHDIRAUX strongly encourages Auxiliarists to check their AUXDATA mailing addresses for completeness and accuracy.

- You can check your address in the Auxiliary Directory yourself (click: <https://auxofficer.cgaux.org/auxoff/>.)
- You can also update your addresses yourself, by entering the correct information on your AuxDirectory profile page (to find your profile, type your name in the search box on the "yellow" side of the page) or by contacting your flotilla or division Information Services Officer (FSO-IS / SO-IS).

Also check, or have your servicing FSO-IS / SO-IS check, that your national, district, division, and flotilla "mail flags" in AUXDATA are set to "Yes", which will help ensure successful deliveries of mass mailings like the *Navigator* magazine.

While updating your AuxData information, be sure to update all of the hours that you volunteer regularly by submitting the appropriate 7209, 7030, or other Auxiliary forms, preferably at least a week before year's end. Doing so will ensure that you, your flotilla, and the Auxiliary get full credit for the hours that you invest.

The CHDIRAUX appreciates your attention to this, as well as all that you do for Team Coast Guard.

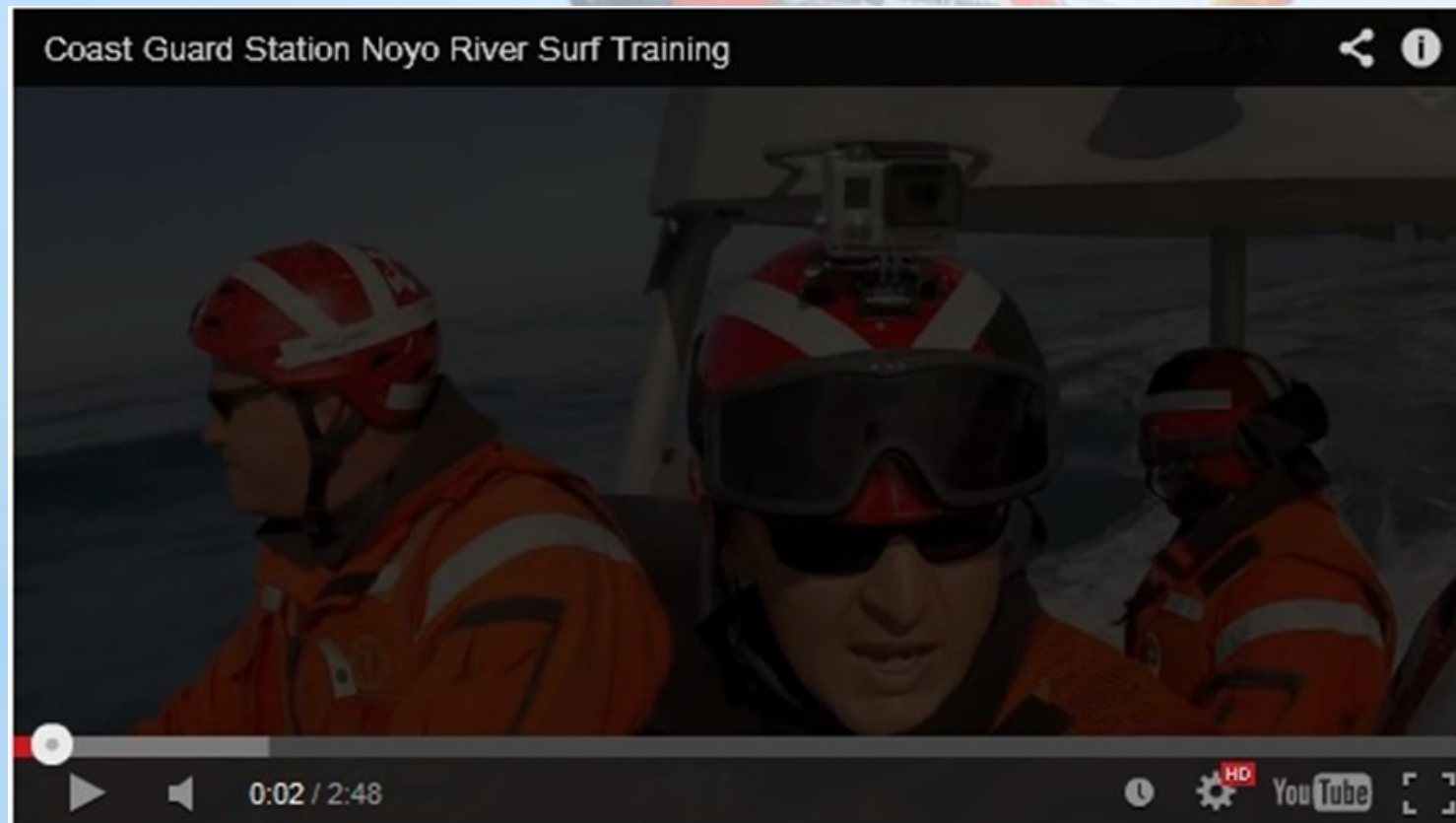
R R R

VIDEO: Perilous Practice –

USCG Does River Surf Training

One of our major magazine partners in RBS, *Soundings Magazine*, released this video at *Sounding Online* at <http://www.soundingonline.com/dispatches/292866-video-perilous-practice>

Training for the Coast Guard's elite surfboat crews is legendary. Crews at Station Noyo River, along California's north coast, 150 miles north of San Francisco, recently conducted surf drills off Ten Mile Beach in Fort Bragg, Calif. Here's a taste of the pounding they endure. 🌊🌊🌊



FLOTILLA 59'S 'GET HOME TONIGHT' CAMPAIGN

By: Darrel Graziani, FSO-CS/PB, Flotilla 59, Stuart, Fla.

Some say that a goal without a plan is just a wish. So, for Year 2015, Flotilla 59 in Stuart, Fla., is planning ways to enhance its successful Vessel Exam Program.

Thomas Herr, incoming Flotilla Staff Officer for Vessel Exams (FSO-VE), knows the pressure will be on from his two previous FSO-VEs—Gary Bowerman, Flotilla Commander (elect) and Marcus Kiriakow, incoming Vice Flotilla Commander.

With Tom at the helm, Flotilla 59's Vessel Safety Check (VSC) program plans to kick-off a "Get Home Tonight" campaign by distributing a number of eye-catching posters (see illustration) to select locations that actively support the flotilla's Program Visitation (PV) efforts.

Tom's plan launched with a challenge to flotilla members to come up with a simple poster that would increase public awareness of the Vessel Safety Check (VSC) and Public Education (PE) programs. The posters should have the general theme of "Be Safe and Be Prepared" to promote the VSC program, to draw the public to the flotilla's PE program, and to support the PV program.

Flotilla 59's publications team developed a prototype poster, generated a 24" by 18" glossy sample, and displayed it at the Flo-

tilla's November meeting. Member reaction ranged from "Wow" to "That's too nice, they're going to steal 'em." Tom knew they had a winner.

They next printed smaller versions (8.5" by 6.5") of the poster to distribute to around their Area of Responsibility (AOR).

Tom's further campaign objectives include:

- Vessel examiners should engage boat owners during each VSC and encourage boaters who have not already taken one of the flotilla's Recreational Boating Safety courses to do so soon.
- Course instructors should stress the convenience and importance of a VSC during all courses.
- Program visitors should deliver the same campaign message in a clear and professional manner.

With the help of his complete "flotilla team," Tom plans to meet Flotilla 59's goal of 600 plus vessel safety exams during 2015.

See our new poster on the following page...

R B R

We encourage all flotillas to use the email address on the poster to contact Darrel or Tom to request a PDF (Adobe Acrobat) version of this poster. You can edit that PDF file to insert your flotilla's contact information, class dates, and "QR" code.

The Auxiliary's national Recreational Boating Safety Outreach ("B") Directorate plans to adopt this poster and its *two innovative messages*:

- **Get Home Tonight ... and**
- **You, Your Family and Your Friends Are Worth *Our* Time**

Flotilla 59 welcomes and encourages you to adopt and use those slogans for Vessel Safety Checks and all Recreational Boating Safety (RBS) messages.



U.S. Department of Homeland Security
United States Coast Guard Auxiliary

Get Home Tonight

Flotilla 59, Stuart Florida

Free Vessel Safety Checks

Flotilla 59 Needs You:

To be Safe on the Water.
 To be Prepared for an Emergency.

Coast Guard Auxiliary Vessel Safety Checks are free.
 Not subject to Enforcement.
 The examiner comes to You.

You, Your Family and Your Friends are Worth *OUR* Time.

To Schedule a Vessel Safety Check

Call 772-288-0509

or

E-mail: Flotilla59@gmail.org



U.S. Coast Guard Auxiliary
 Flotilla 59
 Sandsprit Park, Stuart Florida
 (3443 SE St. Lucie Blvd)

Thomas Herr, FSO-VE Flotilla 59, Stuart, Fla.,
 created this innovative RBS poster. See de-
 tails on the previous page, including how to
 request a copy for your flotilla.