

D-7 Connection



Human Resources - Summer Issue 2014

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Editor: Angela Pomaro





USCG Auxiliary

District 7



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**South
Carolina**

Georgia

The District 7 SO-HR Team



Larry Cook 2



John Owen 12



Tom O'Connor 10



Rebecca Habermas 14



Bruce McAllister 15

Florida



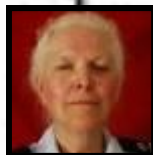
Jesse Scott 11



Sharon Breece 17



Bill Griswold 4



Judith Clapp 7



Rich Steinbach 5



John De Stefano 8



Arnold Greenhouse 3



Tom Hart 9



Alvaro Ferrando 6



Dorothy Cain 13



Wilson Iziarry-dehoyos 1



David Richardson 16



Puerto Rico

Virgin Islands



Thank You



A special thanks is extended to the following HR Officers for their dedication and service in promoting the growth of District 7.

Good luck in your future endeavors in the USCG Auxiliary.



**Gil Thomas, ADSO-HR
E-Responder Program**



**Lou Conti,
SO-HR Division 9**



**Ernest to Roche,
SO-HR Division 6**

Welcome



**Alvaro Ferrando,
SO-HR—Division 6**



**Tom Hart, SO-HR
Division 9**

Alvaro became a member last July. Since his enrollment, he has been quite active in the Auxiliary. Along with being the SO-HR for Division 6 which is a very active e-responder division, he is the FSO-IS and FSO-HR for his Flotilla 63. He has qualified as a Fingerprint Tech, Instructor, Vessel Examiner, CPR Provider, Program Visitation and Telecommunications Operator. He has also completed all the ICS Courses.

Tom joined the Auxiliary September 2012. He is a member of Flotilla 96. He is FSO-HR and FSO-MS for his flotilla as well as the SO-HR for Division 9. His qualifications include Vessel Examiner and Program Visitor. He also has completed all the ICS Courses.

The HR Department is happy to welcome such active members.



"Connie's Comments"

Bored and Dropping

**Submitted by Connie Irvin,
DSO-PA**

Remember how you felt when you took your oath as a brand new Coast Guard Auxiliary member. Do you still feel the same about your membership?

I do and to tell you the truth, I got so caught up in taking tests, going to school and doing Auxiliary missions that it took me some time to realize that all around me were others who were bored and dropping out. I just didn't notice their loss of interest. This year our national membership is slightly more than 30,000 active members (according to recent statistics). Seven or eight years ago, our numbers were close to 38,000. What's happened? And, what can we do?

First, let's look at what the drop-outs tell us. Many of course, leave because they have served for a long number of years and want to pursue other interests or have health issues, but sprinkled inside the list of reasons are comments that should concern us all. Dozens of those who dis-enrolled stated: the leadership was poor, no one seemed to care, it cost too much, it took too long to get the ID card, the paperwork was complicated, there were too many cliques. These comments are mostly from members who dropped out within one to two years after they joined. Losing them, coupled with normal attrition, amounts to about a loss of 1,000 members a year. As an organization, we cannot sustain ourselves if we don't plug the breaches in our ship. We need to go into a damage control mode.

The flotilla is the backbone of our organization. The "older" flotilla membership is the key to changing the atmosphere within their local group. This all goes back to one simple word: mentoring. We talk about increasing our membership and sometimes we are successful. But, if we lose that new member within one or two years after they joined, what have we gained? Just another dropout to add to the list.

How can we change this? First, get to know the new member. Go out of your way to talk to the person. However, the most important thing we can do is help the person to get a uniform (at a local exchange or the UDC). If their ID card hasn't arrived, they can still get into the exchange or order from the Uniform Distribution Center using their member number. The uniform makes us all fit into the group. It is the symbol of our organization. And, it is very important, especially to the new member.

Once that person is in their uniform, don't walk away. Talk to her/him some more and offer suggestions about paths toward attaining expertise in areas of interest. Help the person fit into the group and the person will stay. Keeping members interested is a mission in which all of us should be involved. And it isn't that hard. As an added benefit, it also helps to keep us from becoming bored and dropping out.





The Mentoring Gurus



D7 Mentor Program Catching Fire in Division 5

Submitted by Rich Steinbach,
ADSO-Mentoring, East/West

Division 5 is really setting the pace with the roll out of the D7 Mentor Recruitment and Training Plan. Five of the seven flotillas have presented the plan to their membership and followed up with mentor recruitment and training.

Thanks to support from the Division 5 Leadership, Greg Barth, DCDR, Joe Walsh, VCDR and the flotilla leadership teams, Division 5 now has 42 Certified Mentors.

Since my last update the following members have completed Mentor Training and have earned their Certifications:

Flotilla 51 The Palm Beaches

Roberto Acosta
Rozenna Carr
Steven Grey
Dennis Kratow
Tim Leyendecker
Kim Leyendecker
Paul Lordi
Clark Woods
Steve Seidman

Flotilla 52 Jupiter

Greg Barth
Carol Floyd
Robert DiPaolo
Edward Schiffbauer

Flotilla 54 Delray/Boynton

Ron Cuneo
Charles Pecoroni
Valerie Pleasanton
Otto Spielbichler
Jane Novak



Flotilla 56 Vero Beach/Sebastian

Robert Stickle

Flotilla 59 Stuart

Gary Bowerman
Henry Cushard
Bob Davis
Darrel Graziani
Bob Gilmour
Hal Harger
Paul Horbal
Robert Kalinowski
Marcus Kiriakow
Ben McCarthy
James Quinn
Jim Stone

Congratulations to all of our new Mentors. We wish you and your new Mentee's great success with all of your Auxiliary endeavors.

You can find everything you need to implement a successful Mentor Recruitment and Training Plan in your division or flotilla by visiting the District 7 Web Site. Scroll down to the HR Corner and then to Mentor Program Materials. For assistance or questions please contact us:

ADSO-HR, Tom O'Connor tomofssi@gmail.com, Divisions 2-10-12-14
ADSO-HR, Rich Steinbach caneman20@comcast.net All other Divisions



The Retention Guru



LET'S BREAK THE MOLD IF WE HAVE TO

**Submitted by Tom O'Connor,
ADSO-Mentoring & Retention**

When I became the FSO-PS (HR now) for my flotilla, I received the prevailing conventional wisdom – when someone indicates interest in joining, invite the individual to a monthly meeting. That same conventional wisdom was at least partially responsible for my flotilla gaining just one new member in the previous three years! It was time to break the mold.

At that time, our meetings were not very impressive - not much in the way of accomplishments, hardly any awards to present, no programs, and FSOs using their opportunity to report as an extended dialogue with the FC that was more appropriate off-line. The meetings were short on fellowship as well. Yes, we did have prospects come to one of our meetings – and never to return.

How would you address this challenge?

This is just one example of the challenges HR staff officers face. There are others:

Should we lead our recruiting discussions with fellowship or mission?

How to get the application package completed correctly the first time;

How to hand-off new members to the FSO-MT (I like to refer to that role as their “career counselor”);

How to share lessons learned and best practices throughout the division and even district.

We all bring rich life experiences to the Auxiliary. Think about how you should address the challenges you face in the Auxiliary, and bring the value of your life experiences to bear on these challenges. Add your mark to the success of your flotilla and your division.

I welcome dialogue on these topics. You can communicate with me at tomofssi@gmail.com. Maybe we can get a discussion group started.

Semper Paratus,





THE AUXCHEF



Brian Garry, AUX-FS—Flotilla 79

**Taken from Spring AuxFS
eNewsletter**

For twenty-five years I served as the “Third Man in the Ring”, as a world-class professional boxing referee. I have officiated fifty-nine world title matches and 1350 pro bouts in over five countries, fifteen states and thirty-one cities in Florida. I was honored to be inducted into the Florida Boxing Hall of Fame Class of 2009, along with Angelo Dundee (RIP), Dr. Ferdie Pacheco, Pinklon Thomas and my boxing coach, Jimmy Williams.

Joining the USCG Auxiliary Flotilla 79 back in 2008 was a memorable event in my life. Having been rejected by the military, (medical-knee), back in 1963 and 1964 was disappointing. So my goal was to SERVE as best as I could. After swearing in, I busied myself with as many qualifications/certifications as possible—FSO-PE, TCO, crew duty assignments at USCG Stations in our St. Petersburg Sector .

Being able to be in uniform and on base serving our “Gold Mates” was most rewarding and enjoyable. Additionally, one of my two major highlights as an AUX-FS was to deploy and serve aboard the USCG Cutter Marlin for four days. My other highlight was the Sector St. Petersburg “Change of Command” Ceremony. That day found me serving the “major brass,” as well as enlisted, reserve and my own Auxiliary Mates.

Being up bright and early in the galley is not difficult for my schedule. The hustle and bustle of the galley shuffle appeals to me. I like to work where time urgency, management action and creative thinking all play a role. The majority of FS-Chiefs encourage new ideas and recipes to offer our shipmates the very best in food service. In every galley I have served, from Station St. Pete to Air-Station Clearwater and from Cortez to Ft. Myers, where the Marlin is berthed, is full of energy and excitement “early on the clock.”

Fresh coffee and baked items fill the air with aromas that whet the appetite. My being on the serving line “slinging hash” always yields a good verbal exchange with my Gold Side mates. Meeting interesting fellow Coasties from around the USA and the globe is fascinating and an honor.

Never will I forget my first day of OJT at Air Station Clearwater when the FS-1, with a quick “good morning”, told me to get ready five plates of thirty eggs. I was told to crack and separate the yokes from the whites in order to prep them for the griddle and serving line. “Eggs, as requested, live fire, anyway you want ’em., except SUNNY-SIDEUP”, the FS-1 cautioned. We did breakfast, lunch and dinner that day, plus baked 300 chocolate chip cookies and made bread from scratch. Whew... my “dogs” were dragging inside my ODU-Boots. I would have to say, “that was a full day’s work in a little over nine plus hours.

Napoleon said “the Army marches on its stomach.” Well, our Coast Guard shipmates sail and fly on their stomachs as well. Keep ’em fed and they will fare well.



Paperwork!

Paperwork!



Submitted by Sue Hastings, DSO-IS

The process for certifying IS inputters has been changed. New inputters will have to take the AUX-10 C-School which is over 24 hours of classroom time, do practice missions on the AUXDATA Training database and pass a final exam in order to be certified as an IS inputter. With these changes we will have better qualified inputters who will have a better handle on the missions and what mission codes for the various jobs our members do in the Auxiliary. It can take a while to get into an AUX-10 class and if you are thinking about becoming an FSO-IS inputter, please work with your Flotilla Commander to get the paperwork in to attend this C-School.

What can you as a member do to help your Flotilla IS Officer? The best way to help is to complete the paperwork for your missions in a timely manner!!!

Here are some of the common forms you will be dealing with:

ANSC 7029 Member Activity Log to record your meetings, training, phone calls, emails, travel, prep, and miscellaneous time not recorded on other forms. Use the ANSC 7029 Webform to keep track of these hours and submit at the end of each month to your FSO-IS for input.

ANSC 7038 Vessel Examination Activity form to report Vessel Examinations, Facility Inspections, Paddle craft (such as canoes, kayaks, etc.) in the VE Program and Commercial Fishing and other exams in the Marine Safety Program. You can use one form to collect the exams during a month. Travel and prep time should be entered on ANSC 7029 in the 99B code.

However, if you have a Trainee for Certification or Re-Certification, please complete the form for those exams only and submit as soon as possible after the exams so that the Trainee can get their certification. Please mark on the form that this is for Certification. Only one Trainee per form should be submitted as only one Trainee can do an exam at a time.

ANSC 7046 RBS Program Visitations form to report RBS PVs. You can use one form to collect the visits during a month up to 15 visits. More visits in a month would require another sheet. Record the date, business name, and location for each visit. Put in the number of hours (whole hours) but if you do more than one visit in a day, put 0 in for hours for all but the last visit which you would then put in the total time of the actual visits. Travel and Prep time should be entered on ANSC 7029 in the 99B code.

As with VEs if you have a Trainee for Certification, please complete the form for those visits and submit as soon as possible after the visits so that the Trainee can get their certification. Please mark on the form that it is for Certification. Only one Trainee per form should be submitted.

ANSC 7030 Mission Activity Report form are for missions such as Public Affairs, Public Education, Marine Safety, etc. This form should be submitted as soon as possible after the mission is completed. If you wait too long you may forget the mission or its details. Please don't wait until the end of year to submit your missions as it puts a burden on IS inputters to try to get all the missions inputted into the system by December 31st. If your missions are not in AUXDATA by the end of the year, you will go into REYR status. ANSC 7030s for Air and Boat Patrols are submitted through the AUXDATA AOM system and will automatically be submitted when the patrol is authorized and sent to Fin Cen.

ANSC 7028 Change of Member Information form to update your address, phone numbers, email addresses, etc. We have an on-line ANSC 7028 Webform that you can use to update this information as well as your availability, skills database and occupation information. Once you complete this form and submit, an email will go to your FSO-IS. The FSO-IS will use the ANSC 7028 IS Dashboard and update AUXDATA with this important information. It is very important that we keep our contact information up to date especially during the Hurricane Season. If you have problems using the forms, let your FSO-IS know your information so that AUXDATA can be updated in a timely manner.

On Friday, September 19th at DTRAIN in Orlando we plan to have a two hour Information Services training session on AUXDATA/AuxInfo 101. This session will go over information on AUXDATA/AuxInfo reports that will help you to keep track of your hours, certifications, awards, etc. Also a Q&A session on any questions that you might have pertaining to IS issues. If you have a particular subject you would like us to go over, please let your SO-IS know so that he/she can relay the information to me. We will also have a two hour training session for Information Services Officers to go over problems and concerns that the IS officers are encountering. These are good sessions to go over problem areas and give you some tips on how to check to make sure that the paperwork you are submitting is in AUXDATA and keep track of your missions, courses, etc.

News From Otto's World



WEIGHT MATTERS

Submitted by Otto Spielbichler,
Flotilla 54



Students in a Safe Boating class usually ask questions that are relatively easy to answer -- but not always. While discussing life jackets in a recent class, a student asked "Is it safe for a 200 pound person to wear a life jacket that has 22 pounds of buoyancy?"

I had to reach deep into my memory. I remembered that UL labs tested and evaluated life jackets for the Coast Guard. I also remembered that the human body contained air spaces and fluids that were buoyant in salt water but could not recall exact numbers. In an online search, some of the key words provided the information needed for an accurate answer to the student's question.

The pound buoyancy rating of a life jacket means the jacket supports the stated weight of any dense material like iron, stone or lead. But, the question of how will life jackets that will float 22 pounds of dense material keep a 200 pound man afloat remained unclear. The answer has to do with the fact that we are not dense like the previously mentioned materials. Unlike lead or the other materials, eighty percent of the weight of the human body comes from water and other fluids in the body. The density of the fluids in our bodies is equal or less dense than the water surrounding the body so fluids are, figuratively speaking, "weightless". As a result, a 200 pound person weighs about 40 pounds while in water. (200 pounds x 80% = 160 pounds and 200 pounds - 160 = 40 pounds.) But, how does a jacket with 22 pounds of buoyancy keep the remaining 40 pounds of a person wearing the life jacket afloat? Part of the answer lies in the fact that about 15% of the weight of the human body is fat and fat is buoyant. Fifteen percent of 200 pounds is 30 pounds. As a result, the jacket really has to support 10 pounds of body weight.

In reality a Type One life jacket with a 22 pound buoyancy rating will safely keep a 200 pound person afloat because there is approximately 10 pounds of solid material (bones, muscle, flesh, etc.) that will not float. In addition, there are air spaces like sinus cavities, mouth and lungs in the body that can contribute to keeping a body afloat. The Archimedes Principle also has an affect on flotation. Like vessels, a body in water is buoyed by the volume of water it displaces.

To simplify things in the future, calculate what five percent of your weight is and see if the life jackets on your vessel will support that weight, i.e. .05 percent of 200 pounds equals 10 pounds. If the jackets are Coast Guard approved and in serviceable condition, they will keep you afloat.

But remember this: the weight a life jacket will support matters only if it is being worn by an individual when they enter the water! You know that; be sure students and boaters also know it...



DIRAUX



ANSC 7001 New Member Enrollment Application Issues

There have been a number of ANSC 7001 New Member Enrollment Applications returned by SECCEN causing both confusion and frustration by both new members and officers as to the reason for their return.

It is the responsibility of the Flotilla Commander and DDSL to insure that all applications are completed and properly submitted.

All boxes should be filled in or marked "N/A. An "N/A assures DIRAUX and SECCEN that the box was read and understood. If a box is left blank, no one will know if the box was actually read and understood, or accidentally overlooked. The flotilla commander also has the responsibility to check the application to be sure it does not contain errors or omissions, and the fingerprints appear to be perfect.

Foremost, what needs to be addressed is the length of time it is taking for PSIs to be completed. Once an application is completed, verified by the DDSL and submitted to DIRAUX, it is then sent to USCG Security Center (SECCEN) in Washington, D.C. Due to Government cutbacks and the fact that PSIs are conducted for Government employees as well as all branches of the military, the PSI's are now taking a longer period of time to process. The delay then doubles when there are various issues with the USCG Auxiliary applications (fingerprints, bad information, spaces left blank). If an application is returned to District 7 DIRAUX due to any of these issues, it is then sent to the Chief of Security who then sends to the appropriate DDSL. It is the responsibility of the DDSL to get the returned packet to the new member's Flotilla Commander for correction and resubmission. When the corrected application is re-submitted, it becomes a new request. Processing of the PSI can take up to one year. Applicants should be made aware of this at the time of processing and both Flotilla Commanders and Member Training Officers should help keep new members busy while this processing is taking place.

The biggest problem with the return of applications is the submission of fingerprints. All fingerprints must be clear and lines legible to be accepted.

It must also be noted when a new member becomes BQ or IQ Status If a member takes the Safe Boating Course before his or her PSI is completed, he will remain in AP Status until a favorable PSI determination is received from SECCEN. When a Favorable Determination is received, she/he will be classified as either BQ (indicating she/he took the Safe Boating Course) or IQ. Members in AP Status WITH a boating course can be certified in almost all Auxiliary programs except air and coxswain. AP members without a boating course and IQ members may not be certified in Auxiliary programs until they have taken the boating course





Security



**Submitted by Bill Sorrentino,
District 7 Chief of Security**

For the past several weeks, Human Resources and Security, which includes the DDSLs (Director's Division Security Liaison)) and the Chief of Security (Director's Executive Assistant (DEA-S)), have been fielding various complaints and frustrations on a wide variety of topics related to enrollment packages. The most common complaints are:

"Why it is taking so long for someone to come off 'AP' status;"

"Why is someone listed as "AP" when they enrolled with a boating safety certificate? They should automatically become "BQ" once their enrollment package is received at DIRAUX."

"What is "AP," IQ" and "BQ?"

"When a package is returned by SECCEN (Security Center) or DIRAUX (Director of Auxiliary) for errors or mistakes, what do I do?"

First, everyone should know the process flow as to what happens to an enrollment package once it leaves the flotilla's hands. If the process flow is known, fewer questions should be asked.

Second, there should be no questions as to what is "AP," IQ," and "BQ" or why someone has to remain in "AP" status until the completion of their background investigation. All members of the Coast Guard Auxiliary, especially leaders, have a responsibility to read and understand the [Coast Guard Auxiliary Manual](#). The Manual is our Bible, so to speak. It is mandatory reading for all flotilla commanders. If you have a question on something, the answer is likely in the Auxiliary Manual. Those who served in the Navy and/or Coast Guard know that answers to most questions were found in the Navy Regs. book. When a "CO" went by the "book," the "book" they were referring to was Navy Regs. The Coast Guard Auxiliary "book" is the Coast Guard Auxiliary Manual. That manual is not an Auxiliary publication. It is a Coast Guard publication, also known as COMDINST M16790.1G. "COMDINST" is a military acronym for Commandant Instructions. All elected leaders must have a working knowledge of the Coast Guard Auxiliary Manual to properly do their job.

While no one is expected to memorize the contents of the Manual, all should have a basic knowledge and understanding of its contents. If you have that understanding of the Manual, when a question arises, you will know where to look it up.

Chapter 8, Sections B of the Coast Guard Auxiliary Manual clearly defines what "AP," "IQ" and "BQ" is. This section also explains why someone remains in "AP" status, and what they can and cannot do while "AP."

Here is the process flow for a new or re-enrollment application:

Step One: Applicant, following all instructions and captions on the application, submits enrollment package to the flotilla with all required documentation. Step One should involve at least three separate steps: Applicant submission, flotilla staff review, FC or final review. It should not go from applicant to flotilla staff to DDSL. Review should be a two person process. Someone has to do a final review, after an initial review is done. A final review should never be conducted at a flotilla or division meeting.

Step Two: The flotilla commander or designee performs a final review of the entire package to be sure it is filled out according to the instructions. All boxes should be filled in or marked "N/A. An "N/A assures DIRAUX and SECCEN that the box was read and understood. If a box is left blank, no one will know if the box was actually read and understood, or accidentally overlooked.

In addition to assuring that the application does not contain errors or omissions, the flotilla commander also has the responsibility to review the fingerprints. It does not take a fingerprint expert to review fingerprints. All fingerprint lines, called ridge lines, must be visible. This allows for fingerprint classification. When the lines are not visible due to too much ink, smudging or incorrect rolling, fingerprint classification cannot be done, as such; SECCEN will suspend the investigative process and the application, pending submission of new fingerprint cards.

Security

The fingerprint impression below on the left is a correctly rolled finger. If all the impressions look like that, the fingerprints will be classifiable. If they are smudged, have too much ink, or if part of the finger is missing due to incorrect rolling, the fingerprint cards will be rejected. The impression on the right is an incorrectly rolled finger.



CORRECT



INCORRECT

This part deserves repeating. The primary person responsible for ensuring that an enrollment package is one hundred percent correct, completely free of mistakes and omissions, all required documents are attached to the application including perfectly rolled fingerprints, is the flotilla commander. If the FC delegates that responsibility, the FC is still responsible.

Step Three: The flotilla commander or designee sends the enrollment package to the DDSL, using regular or Priority Mail. Certified Mail at this stage should not be used. If delivery confirmation is desired, although not required, the flotilla should use USPS Tracking for First-Class Parcel Mail. If the package is thick or close to thirteen ounces, Priority Mail should be used. All Priority Mail comes with tracking. There is no need to use Certified Mail. Certified Mail by the flotillas is costly and delays the delivery process to the DDSL. Certified Mail is used by the DDSLs and DIRAUX.

Step Four: The DDSL reviews the application package.

Step Five: If the DDSL determines the package is acceptable for submission, the package is sent to DIRAUX using Certified Mail or Certified Priority Mail. If the application is not acceptable, the package is sent to the appropriate flotilla commander. The flotilla commander will always be the recipient of the returned application, regardless of who originally sent the package to the DDSL. The DDSL does maintain some type of log as to the receiving and forwarding of each application package. If the application is returned to the flotilla, the process starts all over again at Step One.

Step Six: DIRAUX reviews the application, enters all information into AUXDATA and issues an ID number to the enrollee usually within two weeks after receiving it.

Step Seven: DIRAUX submits application to the USCG Security Center (SECCEN) in Washington, D.C.

Step Eight: SECCEN notifies DIRAUX of the status of their investigation. If DIRAUX rejects the application missing information, (blank spaces and/or fingerprints) it is returned to the DDSL.

Step Nine: If applicant received a favorable PSI (Personal Security Investigation), DIRAUX elevates the enrollee to either IQ or BQ status. If applicant received an unfavorable review, DIRAUX determines if the applicant is to be disenrolled or issued a waiver.

The investigative process for a normal enrollee takes upwards of eight months or more to complete. A re-enrollee can take longer. An enrollee with various background issues can take the same amount of time or more, depending on the issues. All of this is for an application packages that does not contain any errors or omissions.

Once an application leaves the hands of the DDSL, it becomes a U.S. Coast Guard matter. Although DDSLs and the Chief of Security are DIRAUX appointments, we are still Auxiliarists. Once the package is in the Federal Building in Miami, it is in Coast Guard hands. The Auxiliary is no longer part of the process.

Once an enrollment application is sent to SECCEN in Washington, D.C. for investigation, it becomes a SECCEN matter. DIRAUX is no longer involved in the application process, unless issues arise. When a package arrives at SECCEN, other agencies eventually become involved. In addition to SECCEN, there may be contracting agencies that actually conduct the background investigation. After SECCEN, the Officer of Personnel Management (OPM) is involved. In addition, at least one fingerprint card is transmitted to the Federal Bureau of Investigation.

Security

Anywhere along the process flow, questions may arise regarding the contents of an application. Those questions may be directed to the applicant directly by a SECCEN investigator, through the Director's Office directly to the applicant if sensitive, or through the DEA-S to the DDSL. Whenever a question arises, for whatever reason, it is essential that a prompt reply be given.

Recently, there has been a rash of applications rejected by SECCEN for various reasons. While it is human nature to occasionally make a mistake or overlook something, these mistakes cause a delay in the investigative processing. The more serious the mistake, the bigger the delay. In some instances, major errors will result in the suspension of the PSI process, with the entire application being returned to DIRAUX for correction. The end result of these mistakes is frustration at the flotilla level, particularly with the applicant. Understand that when a SECCEN rejection occurs, seven to eight months have already elapsed since initial enrollment.

When the correct information is resubmitted to SECCEN, two things may occur: the investigative process may resume immediately, or the investigation will be delayed. An additional delay can occur if the investigator takes on other cases pending receipt of the resubmitted Auxiliary information. Other delays can occur if there is a new Coast Guard Recruit Training Class (Boot Camp), or new cadets at the Coast Guard Academy.

Is there causation for these mistakes? Absolutely. Since errors and omissions are common, it is absolutely essential that we be vigilant in finding these errors before the packages are sent to DIRAUX. That vigilance must start at the flotilla level. Flotilla personnel should not feel offended by handing an application back to an applicant, telling them it needs to be redone or corrected. If not corrected at the flotilla level, somewhere along the line the package will be returned or additional information requested. If all the captions and instructions on the application are followed to the letter, there will not be any mistakes.

My final area of discussion deals with recent SECCEN application rejections where flotillas, after being sent notifications from their DDSL that additional information is needed for a specific application, are sending requests directly to the DSO-HR or through the D7 Help Desk inquiring as to "I don't understand what is needed," or "What do I do with the information once I receive it from the applicant."

This is very simple to solve. When additional information is required by SECCEN, the DDSL will send an e-mail to the flotilla commander notifying them that the application is being delayed or suspended. The message will also include exactly what information and/or documentation is required. Once the flotilla commander receives that information from the applicant, the flotilla commander, or designee, will forward that to the DDSL. In some cases the information required will be hard copy, as in fingerprints or pages that require signatures. Other cases it will be information that can be sent scanned or simply information in a message. Regardless of what is required, it goes from the flotilla to the DDSL. The DDSL will always be the conduit for relaying information. To cut down the process time, I have directed all DDSLs to send the information directly to DIRAUX in Miami, bypassing me. Once that information is sent to Miami, DIRAUX then sends it to SECCEN. Understand, this exchange of information usually occurs after six to eight months have elapsed. So, it would not be unreasonable to add an additional two to four months of investigative process.

I want to close by reminding all that signatures on enrollment applications can "expire." The date inserted next to a signature is time sensitive, particularly that on Page Five, which is the Release of Information page. The Page 5 date is good for two years. If a problem arises with the application and a year has already elapsed since the enrollment application was originally submitted, SECCEN may require a new Page 5, giving them a document that is good for two years, not one. Remember, when filling out an application, the dates should be the very last entry.

A simple solution to expediting the enrollment process is to be vigilant in reviewing applications. The goal should be zero errors. Many divisions have zero application returns, simply because they are vigilant in the review process.



Division 3



Extreme Kayak Fishing Tournament

Submitted by George Kozel, SO-VE
Division 3



On June 21, 2014 Vessel Examiners from Flotilla 37, (George Kozel SO-VE, Gene Cain, Jerry Edelman and Carlos Arenas) attended the annual Extreme Kayak Fishing Tournament held at Pompano Beach at 0500.

There were 117 anglers vying for a first place cash prize of \$3500, Hobie Kayaks, fishing equipment, and other prizes. This event is the Country's largest offshore kayak tournament. But the Vessel Examiners weren't there to watch, but to ensure that all the tournament anglers had the proper boating safety equipment before they launched. Flotilla 37 has been working with tournament Director Joe Hector for the past three Kayak Fishing Tournaments ensuring that the anglers were aware of and had all the necessary safety equipment. All were checked for life jackets and ID Stickers -whistles, and flags were passed out to those who did not have any. A 2014 VE sticker was issued to those who had all the proper safety equipment. In all, 85 vessels were inspected that morning by the four Vessel Examiners.

The title of the tournament "Extreme" says a lot. These anglers have only a kayak and are out as far as three miles off shore in the Atlantic Ocean no matter what the weather is. It is unbelievable what they are able to carry on such a small boat. Most have a GPS, radios, live bait wells for the goggle-eyes, rod holders, extra rods, tackle, and some even have pedals to propel them.

One of the anglers hooked a 14.2 pound bonito in 350 feet of water and after about 20 minutes into the fight, a large hammerhead shark appeared. As he was getting ready to gaff the bonito, the shark charged after it, missed it and slammed into the kayak. Close call! But he brought the fish in.

Kayaks, paddleboards, and canoes are high focus vessels and becoming more and more popular in South Florida. It is very important to ensure that they are inspected and have the proper safety equipment and get the ID sticker affixed to their boat in case it is recovered without them in it. These fishing tournaments are a great opportunity for Vessel Examiners to conduct VE Blitzes and ensure these anglers have proper safety equipment with them.



Division 4



Fish & Wildlife Conservation Commission Florida's 2013 Boating Accident Statistics



Submitted by Bill Griswold, SO-HR,
District Staff Officer-SLO7

Recently, Florida published its 2013 Boating Accident Statistical Report. It can be found on the Fish & Wildlife Conservation Commission's (FWC) web site at: <http://myfwc.com/boating/safety-education/accidents/>

Florida maintains leadership in boating accidents throughout the U. S., leading second place California 662 to 365. New York, Texas, Tennessee, North Carolina, Maryland, Ohio and Louisiana round out the top ten states. Florida also leads in registered vessels, 870K to California's 818K, followed by three Great Lakes states, Texas, New York, Ohio and the Carolinas. It's interesting to note that the number of reportable accidents has generally increased over the last five years while the number of registered vessels has declined by 9% over the same time span.

Miami-Dade took the county lead from Monroe County (read the Keys) with 104 reportable accidents to Monroe's 100. Trailing were Palm Beach (56), Broward (50), Pinellas (47), Lee (30), Brevard (24), Okaloosa (24), Collier (22), Duval and Hillsborough at 19. May was the most popular month to crash, followed by June and August. Best time to crash seemed to be between 10 AM and 8 PM, with 4-6 PM heading that list.

Here are the primary types of accidents (736 accidents involving 1012 vessels):

Collision with a vessel – 187	(collisions = 45% of the total)
Collision with a fixed object – 142	Flooding/Swamping – 85

Falls were popular, overboard listed 43 - on a PWC 24 - in a boat 23

Remember, these are *reportable* accidents – loss of life, disappearance, personal injury requiring treatment beyond first aid and damage to vessel or property over \$2,000.

Secondary types of accident – Falls overboard 100, falls in boat 64, capsizing 60 led the list.

Primary cause of an accident assessed by reviewing authority:

No proper look out	122	Machinery failure	60
Excessive speed	97	Careless operation	36
Operator inexperience	81	Weather	35
Operator inattention	76	Alcohol	27

Operator age (736 accidents, 886 operators)

51+	35%
36-50	31%
22-35	24%
Less than 21	10%

90% were male operators.

Operator/Occupant Life Jacket use

68%	Not wearing
25%	Wearing
7%	No info



Florida also led the country in **2012** boating fatalities (2013 statistics not available at time of printing):

Florida	50	(62 fatalities in 2013, 10.4% of National total)
California	49	
Texas	32	
Washington	30	
New York	27	
Honorable mention – Louisiana, Wisconsin, North Carolina, Alaska & Tennessee		

Most deaths occurred in December, none in November, September and May followed December with some in every other month. Falls overboard and collisions with fixed objects were the types. Males experienced 96% of the fatalities, 61% by drowning, 26% by trauma and 13% other causes. Again, those that perished were predominantly between 22 and 51+ years of age, 79% were not wearing a life jacket, 79% of the fatal were residents of Florida and alcohol/drugs were involved in 15% of the fatalities.

Lacerations, contusions, broken bones and head injuries made up the most frequent injury types - 59% of those injured were not wearing a life jacket.

Florida issued 36,251 Boating Safety Education ID cards. Top counties were:

Miami-Dade	1230
Broward	1100
Palm Beach	1002
Pinellas	947
Sarasota	778

Hillsborough, Okaloosa, Lee, Brevard and Orange Counties filled out the top ten. ID cards issued was the highest total in 10 years, the previous high was 29,308 in 2012.

Law Enforcement issued 9,769 violations in 2013, compared to 12,447 in 2012. Leading that list were Safety Equipment and Regulations and Boating in Restricted Areas. Registration and numbers and Negligent Operations also got attention. Boating Under the Influence and skiing/parasailing/dive flag violations also deserve mention.

For a much more detailed list, please visit FWC's web site, mentioned above. I believe the combined efforts of all boating safety organizations and our governmental entities have made an impressive effort to make recreational boating safer and enjoyable. We are way ahead of the record of 20 years ago, and with the economic climate improving, we should see more boating activity.

To expand your knowledge of available boating surveys and studies, go to the Office of Boating Safety at: <http://www.uscgboating.org/>

Click on Statistics and review:

National Recreational Boating Safety Survey
National Life Jacket Wear Rate Observational Study

Education – Quick Phase In Study – this study looks at states that have employed a quick phase in with mandatory education requirement versus those that have not or employed a born after policy. Alabama and Connecticut have experienced a 31% decline in fatalities since implementing the quick phase in policy.



Division 4



Florida Boating Advisory Council Meeting



Submitted by Bill Griswold, SO-HR,
District Staff Officer-SLO7

MAY 14, 2014 – TALLAHASSEE, FLORIDA -Colonel Calvin Adams opened the session, most of the members present, including State Senator Charles Dean.

Six bills were passed by the Legislature; however none have been signed by the Governor at this date (16 May). Three bills are termed agency bills.

HR 955 FWC Bill - will extend the anchoring and mooring project, to enable evaluation and measure the impact of the test areas. It will also enable collecting more data and engaging more stakeholders. Violators who have two citations within 12 twelve months will be able to take a mandatory educational course on line. Those violators with a criminal violation, BUI for example, will have to take a classroom course plus the state on line violator's course.

HB 1049 Divers – In response to divers' requests, this bill creates a provision for a divers-down buoy to be used instead of a flag. This would permit a three or four sided buoy improving the visibility of the device.

SB 320 Commercial Parasailing – In response to parasailing accidents and with support from the industry, it will require operators to be licensed Captains. It will set operating standards based on weather, monitor equipment, require insurance and set minimum distance for parasailing, kite boarding, kite surfing and moored ballooning relative to airports.

HB 1363 – Vessel Safety – This will allow officers to relocate and secure vessels (derelict vessels) which create a hazard to navigation and includes limitation of liability. It will also set requirements for contractors relocating or removing vessels and provide for recovery of costs from the boat owner.

A review of the last session's discussion about boat speeds and the difference between slow speed, no wake and idle speed. The discussion turned to an issue of whether the outcome is to keep the speed down or keep wakes down. Obviously, various boats cause various wakes at different speeds. The objectives are to have a consistent enforcement, education and minimize impact to boaters (long no wake areas). Fuel docks, manatee areas are central areas of concern, and slow speed/minimum wake areas do give officers discretion with enforcement. The use of technology may play a large part with the use of phone apps, chart plotter overlays and perhaps more.

2013 Boating Accidents – The statistical report for Florida is at the printers and will be posted on the FWC web site this month at <http://myfwc.com/boating/safety-education/accidents/>

Accident causes, types remained about the same, there were 736 reportable accidents in 2013, FWC investigated 622, all but 7 of the rest were investigated by local law enforcement, and 7 were self reported – mainly damage costs >\$2000. Forty-five percent of the accidents were collisions, 187 with another vessel, 142 with a fixed object. Causes were mainly no lookout and excessive speed (219 accidents) and drug/alcohol was the primary cause of 29 accidents.

Falls overboard again was the primary cause of a fatal accident and has been since 2003. Most of those occurred with one person on board, not known why the person fell overboard and had no life jacket. Property damage was significantly lower, mainly due to less large boat involvement. PWC, with 13% of registrations, had 19% of the accidents, 42 accidents involved multiple PWCs, 38% were rentals, 28% borrowed machines.



The top 10 counties were:

Miami Dade	104	This is the first time in many years Monroe didn't head this list
Monroe	100	
Palm Beach	56	
Broward	50	
Pinellas	47	
Lee	30	
Brevard	25	
Okaloosa	24	
Collier	22	
Duval	T19	
Hillsborough	T19	

A growing number of accidents occurred with towed water sports. This does not include skiers or wake boarders who have some control. This mainly hits tubes – 7 fatalities, 40 injured and 16 uninjured. The collisions with docks, trees on or near shoreline, boats and waterway markers were the favorite objects for tubers to hit. We were urged to focus educational efforts towards this emerging problem. Florida experienced 62 fatalities in 2013 (55 in 2012). And as mentioned above, state registrations have fallen from a high of 1,027,043 in 2007 to 896,632 in 2013.

Boating Safety Outreach will focus on towed water sports and operator inattention. The Tampa Bay area will receive added emphasis as a pilot program; other locales will also get attention.

Life Jacket Labeling Standard Revision. The present descriptions of life jackets fall into 5 Types, and have been so for many years. The Coast Guard is revising label standards with the primary goals of:

- Simplify look and function of the label

- Label information tied to activity and performance as opposed to “type rating”

- Address changes in how people absorb information

- Create “harmonization” in label design for North America with full participation by Canada

These changes will be driven by changes to the Code of Federal Regulations (CFR) and is involving stakeholders such as the PFD industry, advisory groups, and has been working this issue for over two years. The new labels will contain icons to address language problems, and less text. Standards will be based on activity with more focus on critical information. These changes will require changes in Florida Statutes which mainly mirror Federal language. PFDMA is holding a conference in St. Petersburg in June where this will be a major issue.

All Aboard Florida – A public/private passenger train rail project connecting Miami and Orlando with stops in Ft. Lauderdale and West Palm Beach and involving 195 miles of existing right of way, plus an added (to be built) 40 miles connecting Orlando. The concern here is waterway crossings. The existing bridges can have as little as 4 feet of clearance, meaning that when the bridge is closed, water traffic stops. Waterways impacted include New River in Ft. Lauderdale, Loxahatchee River in Jupiter and the St. Lucie River in Stuart. Trains are stated to be less than 1,000 feet in length and capable of crossing each waterway in less than 60 seconds. The proposal calls for 16 northbound and 16 southbound trains daily and estimates are 20 minutes to lower a span, let the train cross and raises the span. 32 trains X 20 minutes = 640 minutes or 10 hours and 40 minutes per day. This would close the Okeechobee waterway, which handles both commercial and pleasure craft. There is some serious opposition to this project by parties near these crossings, and FWC is soliciting comments from the Advisory Council.

Read – I would like to gather CG Auxiliary comments and forward them to FWC

An Environmental Impact Study (EIS) was commissioned by the Federal Railroad Administration, and the Coast Guard sent comments regarding the draft EIS and impacts on navigation/waterways. The EIS should be issued in June 2014.

We were briefed about new technology enabling a vessel to move from point A to B on autopilot, without a helmsman. Garmin has produced such a device, and it begs for clarity in the rules addressing this feature. While it might be fine offshore, this device theoretically could navigate inland bodies of water. With the present accident issues of insufficient lookouts, this needs attention. Some of these devices can also keep a vessel on position hold, or station keeping. Wireless controls might enable the helmsman to operate the boat anywhere on the boat. Virtual aids to navigation were briefly mentioned, meaning an aid shows up on a chart plotter, but is not physically there. Again, we need more information about these issues.



Division 5



Auxiliary C-Schools

**Submitted by Greg Barth,
DCDR Division 5**

Auxiliary **C-Schools** are Coast Guard-funded formal training events. Funding for classes has improved dramatically and there are a number of classes being given all over the country. Gregory Barth, Division 5 Commander recently attended Auxiliary Leadership & Management School (AUXLAMs). The classes were given at Fort Carson, a huge Army Base near Colorado Springs, CO. Located nearby were Peterson Air Force Base, Schriever Air Force Base, NORAD / Cheyenne Mountain Air Station and the United States Air Force Academy. Among those attending were a District Commodore, two Division Commanders, two National Staff Members and twelve Flotilla Commanders, Flotilla Vice Commanders, Division Staff Officers and Flotilla Staff Officers. Geographically, there were three from Hawaii, one from California, and Florida and twelve from Colorado. The instructors, who were excellent and well versed, came from New York State and Long Island, NY.





Division 5



AUDACIOUS

Submitted by Stu Landau,
Flotilla 54

AUDACIOUS: To be bold, fearless and daring, e.g. we, the United States Coast Guard Auxiliary, while in its infancy, was an audacious organization formulating new policies, organizational rules and regulations and at the same time having the burden of protecting our country in time of war.

Many of our Auxiliary manuals teach us to practice “audacious hospitality.” For instance, when new or prospective members attend a flotilla meeting for the first time (even second or even third), we should recognize this as a stressful experience for the newcomers and welcome them into our flotilla as it will soon be their home too.

Some time ago, I decided to attend another flotilla’s meeting. I arrived early and when I entered the meeting room I was rudely greeted by a fellow Auxiliarist in the following manner, “you’re not a member of this flotilla, what do you want?” I, in a moment of shock answered, “I would like to transfer into a flotilla that has warmth and a welcoming atmosphere, which obviously, this flotilla does not offer”. He looked at me, his expression communicating, WOW, do you have the wrong flotilla. Then suddenly, he said, “I know you, you’re the guy who taught CPR/First Aid at this flotilla last year? I nodded “yes”. Suddenly, with newly discovered warmth, he said, “well, why didn’t you say so?”

That’s NOT audacious hospitality.

I’m sure, many of our members do a good job of welcoming prospective members into our organization, but than again, many do not. Here is an idea you can try. Have the Flotilla Commander/Vice Commander/FSO- HR, assemble all the FSOs who come early to the meeting and give a run-through as to what they should do to welcome new and prospective members.

That’s just the beginning. Audacious hospitality isn’t just a temporary act of kindness so people don’t feel excluded. It’s an ongoing invitation to be part of our organization-and a way to transform ourselves in the process. Audacious hospitality is a two-way street where the Auxiliary and prospective new members need each other, where we not only teach newcomers, but they teach us.

Only by being inclusive can we be strong. Only by being open can we be whole.





Division 5



“Water Safety Day”

**Submitted by Rich Steinbach,
ADSO-HR Mentoring**

“Water Safety Day” is an annual event sponsored by US Coast Guard Station Fort Pierce. It is held the last week of school at Weatherbee Elementary School in Fort Pierce. Each year the student participation changes. This year it was the first, third and fifth grade classes.

Station Fort Pierce provides a member of the Station to present a slide show to the students stressing the importance of safety around the water, especially during the summer break from school. Also from Station Fort Pierce, a special guest, PDF Panda, who the kids really enjoyed seeing.

After the slide show, the students are divided into small groups that visit displays staffed by members of the US Coast Guard Auxiliary. This year the displays were, the “Let’s Talk Trash Game”, Proper Wearing of Life Jackets and the “Fishing for Trash Game”, staffed by several members of Flotilla’s 56, 58 and 59.

This is a very rewarding event for all, the kids love to see us and we enjoy never knowing what they are going to ask or say next!



Gary Bowerman 59, Tommy Augustsson 56, Moe Zaidan 58, Susan Steinbach 56, Agnes Mical 56 and Henry Cushard 59.



“Let’s Talk Trash” game Susan Steinbach and Tommy Augustsson



Seaman Fawn Moro and PDF Panda



“Fishing for Trash” game officiated by Auxiliarist Henry Cushard



Division 7



What Is 50211?

Submitted by Gil Thomas,
FSO-HR Flotilla 74

May is one of the busiest months for the Polk County Detachment, Flotilla 74, Brandon, located between Tampa and Orlando, Florida. Polk County is in central Florida and covers 1,875 square miles. It has 575 lakes and 135 square miles of water.

On May 1st, the Polk County Detachment was invited for the third year to set up a display at the library in Winter Haven, Florida for the month of May. The display showcased the United States Coast Guard, Coast Guard Reserve, Coast Guard Academy, and the Coast Guard Auxiliary. In conjunction with National Safe Boating Week, the theme was "Safety Afloat". The display was very well received and we have been requested to return in 2015.

May 10th we were in Indian Lake Estates which is located in Lake Wales, Florida for the "Ile Yacht Club Annual Kids Fishing Derby". Ninety-five children and their parents attended the fishing tournament. We passed out coloring books to the children and safe boating literature to parents containing safety and environmental information. We invited the parents to join the Auxiliary.

From May 6th to the 24th, as part of the National Safe Boating Week, the Detachment attended both county and city municipal meetings for the

Winter Haven City Commissioners meeting, and the Haines Commissioner meeting. After the National Safe Boating Week Proclamation was read, I was invited to speak to the audience to emphasize the importance of National Safe Boating Week and the wearing of life jackets. The audience was asked a question, **"Do you know what 50211 means?"**
Answer - 50: Can you swim **50 yards** without a floatation device of any kind? Please be honest with yourself. **21:** 71% of the people who drown in a boating accidents are in a boat **21** feet or shorter. **1:** Can you tread water for **1** hour? If you cannot touch the bottom and there is nothing to hang on to, would you survive? If you cannot swim 50 yards or tread water for an hour, you need to wear a life jacket while boating. While asking these questions, it was heard "I would drown"

On May 17th, the Detachment personnel helped with the Open House at Sector St. Petersburg, Florida and the Boat Show at the Florida State Fair Grounds.

On May 30th the Coast Guard Auxiliary display was removed from the Winter Haven Library to end our month.

I would like to thank all the members who worked hard to make these events possible.



United Coast Guard Auxiliary Display

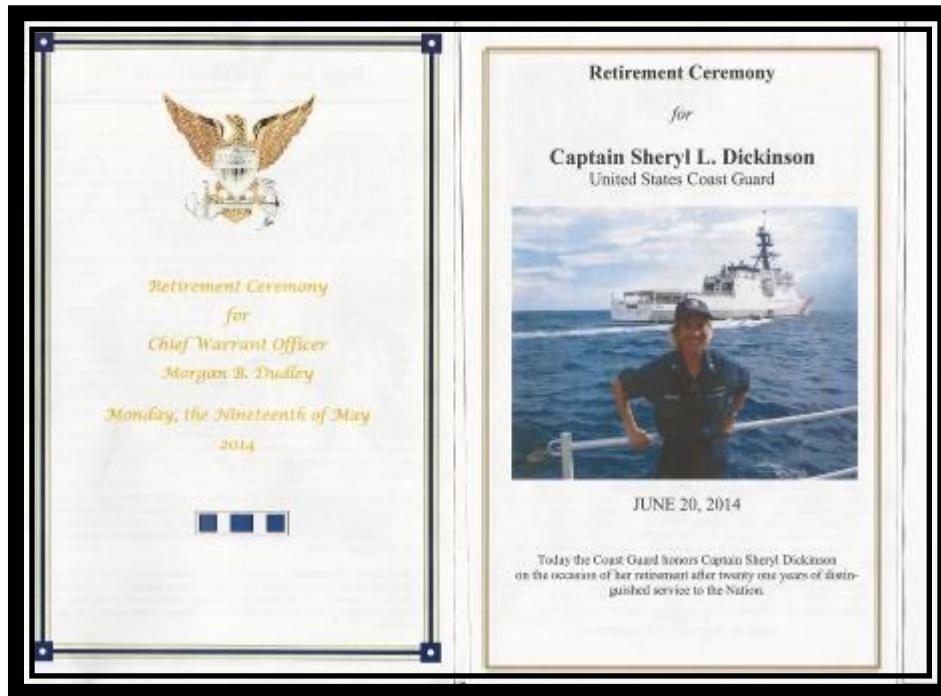


Division 11



Goodbyes Are So Hard

Submitted by Karen L. Miller,
DCDR Division 11



Sector St. Petersburg and Station Sand Key were fortunate enough to have some of the best leaders in the Coast Guard. Sector St. Petersburg was commanded by Captain Sheryl Dickinson and Station Sand Key by Chief Warrant Officer Morgan Dudley. Both of them had moved on to other assignments in recent years and both formally retired from the Coast Guard this year.

CWO Dudley finished his leadership career at Camp Lejeune in the United States Coast Guard Special Missions Training Center after more than twenty years in the Coast Guard. While he was in service he attained his Bachelor of Science degree from Charter Oak State College and a Professional Teaching Certificate from Pasco-Hernando State College. This last degree opened up the next step in his life: he will be a teacher and coach, along with his brother, at a middle school in Georgia.

To honor him and all the innovative programs he initiated at Station Sand Key with the

Shipmate of the Month, Auxiliary Food Service [prior to the official Auxiliary program] are just a few of those initiatives), three members of Division 11 travelled to Jacksonville, NC for his retirement ceremony.

Jim Ryder, Ann Bennett and Karen Miller were picked up at the airport by CWO Dudley in his very large van (used to travel with his family of seven children [five biological and two adopted], wife, grandson, and two dogs plus a cat). He ferried this Auxiliary contingent to the Bachelor Officer's Quarters (BOQ). After getting settled and unpacked, they were again picked up by CWO Dudley and brought to his house for a good old-fashioned neighborhood get-together. There were neighbors (all officers in the Marines as well as their spouses), children, dogs and lots of good food; the whole evening could have taken place in Mayberry RFD.

The following day was the formal ceremony with excellent speeches, a continuous loop of pictures from CWO Dudley's career and

Goodbyes Are So Hard



presentation of the flag that had been flown over every place CWO Dudley had served – cutters and stations. This was a very poignant moment since his son, Morgan Dudley Jr., had just graduated from USCG boot camp and he was the one who presented the flag to his dad.

After the ceremony and short stop at CWO Dudley's house to change into travelling clothes from the prescribed Operational Dress Uniform (ODU), he piled us into the van for the trip back to the airport and one last farewell to a good friend – both personally and to the Auxiliary.

No sooner do Jim, Ann and Karen recover from that trip than CAPT Dickinson schedules her retirement ceremony at Sector St. Petersburg, even though she was currently assigned to USCG Headquarters as the Director of Incident Management and Preparedness Policy overseeing the USCG's Search and Rescue program among others.

On a beautiful west coast of Florida day in June, under a tent looking out to Tampa Bay, Ann Bennett, Don Hoge and Karen Miller (Jim

Ryder was out of town and extended his apologies), watched the retirement ceremony. Similar to CWO Dudley, CAPT Dickinson celebrated her retirement with the flag ceremony with the final person presenting the flag being her son Seaman Ryan Dickinson, a recent graduate of boot camp at Cape May.

Before the formal retirement ceremony began, CAPT Dickinson had one final official act to perform: she advanced her son Ryan from Seaman Apprentice to Seaman! Her command presence and proud momma combined to make this one of the most moving aspects of the ceremony.

Following the ceremony there was a brief repast at Windjammers' Club and then most everyone drove over to Marla and Rick Short's house for fellowship and camaraderie. Rick and Marla are members of Division 7 USCG Auxiliary and were neighbors and personal friends of CAPT Dickinson and her family.

These two "Coasties" will be sorely missed, but we predict they will go on to continue to make their mark on the world. They certainly will be remembered by all the Auxiliarists they came into contact with. Goodbye friends.



Captain Dickinson receiving an award from Rear Admiral Thomas, Commander 14th CG District and presenter of awards and the primary guest speaker.



Division 11



Coast Guard Auxiliary Saves Another

**Submitted by Karen L. Miller,
DCDR Division 11**

"There's something white in water, about 300 yards, 90 degrees off the bow," shouted both Ann Bennett and Rob Mancuso, crewmembers aboard Coast Guard Auxiliary vessel Broad on the Bow. Concerned that there was trash in the heavily travelled waterway just west of the north end of the Clearwater Harbor Marina, the coxswain on Broad on the Bow, Karen Miller, headed off toward the west to remove what everyone figured was a white plastic shopping bag in the water. As they got close enough to scoop up the "bag" they saw that it was a young egret, with its head barely out of the water, trying to swim with water-logged wings. Although not avian experts, the crew realized that egrets are wading birds and this particular egret wouldn't last much longer trying to swim this far from shore.

Bennett and Mancuso scooped up the egret in the net and gently laid it on the deck of the boat and covered it with a towel to warm it up and also to cover its eyes to prevent it from panicking. Once the egret was safely onboard, a call was placed to Larry and Barb O'Brien, fellow Coast Guard Auxiliarists and founders of Gulfcoast Bird Rescue. Within 20 minutes, Larry met the crew at Seminole Street Boat Ramp to transfer the egret to Gulfcoast's professional hands.

When the crew uncovered the egret, they were concerned that it wasn't even breathing. Holding their own collective breaths, all could finally exhale when they saw a small rise in the egret's chest. The first thing O'Brien did was tip the egret upside down to remove any water that it may have swallowed. This is a technique the crew on board the boat will remember for the future if they rescue other birds inappropriately floating in the water. O'Brien wasn't very optimistic about the bird's recovery, stating, "This bird is very cold from swimming in the 66 degree water, totally water-logged and they usually don't do well in a rescue like this." With that, O'Brien left with the inert egret in a cage and the crew onboard Broad on the Bow hoping they got to the bird in time.

Imagine the joy of all when O'Brien called the next day and announced, "It was a young egret and fully recovered after being treated for hypothermia. Ate well, had no major injuries and was released today in the same area, near Coachman Park. Thanks for caring and your quick actions. Please thank your crew and I am glad to be of help." The Coast Guard Auxiliary prides itself on saving people from the sea and the sea from the people and can now add saving wildlife from the sea.



Egret Fished Out of Clearwater Harbor



**Larry O'Brien with Clearwater Harbor
Egret**



Division 11



A Coast Guard Admiral With a Lifetime of Memories

**Written by Eileen Ubillos
Submitted by Karen L. Miller,
DCDR Division 11**

The first thing you notice about Bill Schwob is how tall and handsome he still is.

And then the personality emerges - kind, courtly, intelligent, an educated student of history; and it is easy to see how William S. Schwob, now 87, rose in the ranks to become a rear admiral in the U.S. Coast Guard.

Sitting down for a chat in his comfortable Clearwater home, which he shared after retirement with his late wife, Mary, the admiral is full of wonderful stories of a Coast Guard career that began after graduation from the Coast Guard Academy in New London, Conn. in June 1949, when he was commissioned an ensign, armed with a BS in engineering.

"I took a liking to the water, but only after I got over my fear of it," said Schwob, who remembered his first foray into the drink was when his father and brother "dunked" him in deep water which made the then young boy afraid.

"When my aunt Katherine found out about it, boy! she gave it to my father and brother and told them she'd teach me to swim provided they never did that again," he said laughingly remembering how his formidable school teacher aunt was called "Miss" Aunt Katherine, and you just didn't mess with her.

Many water wing sessions later, Schwob, a native of Buffalo, NY, went on to become a lifeguard, camp counselor, Eagle Scout, and a member of the Lafayette High School Rowing Club, ending up in the national championships. In high school he was president of his junior and senior class and won four varsity letters - track, cross country, basketball and rowing.



The youngest of two sons in a working class Catholic family - his brother died last year - their mother was a secretary, later an LPN, and their father drove a bakery truck in the area of Lake Erie.

He grew up in the 1940s era of patriotism and of people who admired their leaders. President Franklin D. Roosevelt was revered and highly respected by both Schwob and his parents. The admiral has his political favorites of the day and some not so much, but he greatly respects the office of the president of the U.S., although he doesn't agree with a few of them.

And it isn't their personality or even their slipped morality that disturbs the silver-haired admiral. "What shortchanges the American people is their ineptness, inexperience and lack of competence," he said.

He has met and shook hands with two presidents (Gerald Ford and Jimmy Carter). He worked his way up from Ensign to Lieutenant, Commander, Captain, and finally Rear Admiral, by nomination of President Ford with approval of the US Senate.

"No job was too menial or too messy or without its frightening moments," he said adding "I wouldn't ask any of my men or crew to do anything I hadn't done, and that included every job on the ship, from polishing brass to peeling potatoes."

Well-documented by the U.S. Coast Guard are his share of adventures and assignments which are numerous and include:

Deck watch officer on the cutters Tamaroa (later of the movie "Perfect Storm" fame) and Rockaway.

Executive Officer of the Agassiz,

Commander of the cutter Cape Upright

Executive Officer of the buoy tender Tupelo

Commander of the polar icebreaker Southwind on the Operation Deep Freeze mission.

A graduate of the National War College, he holds a master's degree from George Washington University (his favorite general); served as Commandant of Cadets at the Coast Guard Academy and in January 1975 the then Capt. Schwob was appointed a rear admiral.

A Coast Guard Admiral With a Lifetime of Memories



He admits his career wouldn't have been nearly as good if he wasn't able to share it with his adored wife, the former Mary Eleanor Reese, whom he wed in 1951. The couple had four daughters in four years – okay two were a set of twins – but it had to be bedlam at times. “She was wonderful at it, and she liked being a Coast Guard wife,” he said. Later, the couple went on to have four grandchildren. Mary died in 2010 after 58 years of marriage.



As a good Coast Guard wife, Mary would pack up and be ready to go – and they lived a lot of places in the states: North Carolina, Norfolk, Virginia; Monterey California; Toledo, Ohio; Washington, DC; Baltimore, MD and Boston, Mass., to name a few.

But the most challenging missions were those that took him away from Mary and his family for long periods, most notably to the Arctic and the Antarctic, where he was awarded the Antarctic Service Medal in 1972 for Operation Deep Freeze. For his efforts on that mission, a mountain peak in the Marie Byrd Land area was named “Schwob Peak”. This mission took him away from home for one solid year.

When Schwob was commanding the polar icebreaker USCG Southwind from the Arctic to the Antarctic, a harrowing wait for six days in heavy rain and fog stalled them, before they could go through the Straits of Magellan.

He had the boat's pilot on board, who he had to drop off in Chile, and the weather was horrendous. “I had to go on deck with my heart in my throat” said the admiral who had to act as if this was not the dangerous mission it

was. He said this is what leaders have to do – be brave in the face of adversity and not show fear.



The ice breaking cutters he commanded in the Arctic were another story. They had to break through icebergs at the tippy top of the planet, known as the ‘end of the world’. There are three types of icebergs. All are dangerous and can be deadly. A mere one-sixth of the ice shows above the water: One is called simply an iceberg and the others are the Bergy Bit, which is the size of a cottage underneath and the Growler, which is the size of a piano above water, and a whole lot bigger below.

Locally, he is the most prestigious member of the U.S. Coast Guard Auxiliary's Flotilla 11-1 out of Clearwater, where he has been a member since 1981, Schwob teaches various chapters of the Safe Boating Course given throughout the year to new boaters as they learn the rules of the road.

“It has been a wonderful career,” said the admiral looking around a room in his home set up with all the memories his many years can offer.

“In addition to being blessed with a good memory, it's like I have a video camera in my head, and I can look back and remember,” said Schwob. And from the tales he tells, there is a lot to remember.”



Division 15



National Safe Boating Week

Flotilla 15-3

It was a beautiful day for the start of National Safe Boating Week (NSBW) at Carney Island Boat Ramp at Lake Weir on May 17. Flotilla members arrived at Lake Weir at 9:30 am to set up a PA booth at Chuck Truthan's motor coach and to prepare for the day's activities starting at 10:00.



Additional agencies at the event included Marion County Fire Station 60, which provided an aerial truck and an Emergency Medical Services (EMS) vehicle, the Lake Weir Watch arrived with their boat, and three members of the Florida Fish and Wildlife Commission (FWC) came with its boat.

Victor Dvorak, FSO-MS, Joyce Dvorak, FSO-PV/SR, and Chuck Truthan, IPFC, staffed the PA booth and Vic also stopped boaters on their way to the boat ramp to ask them if they would like a free vessel exam. Everyone seemed very appreciative that this service was available. Vessel examinations

were performed by Joyce Dvorak, Bill Larson, FSO-NS, and Chuck Truthan, IPFC. Safe boating literature was offered to the boaters during their vessel exam.



Andy Render, coxswain, and Nathan Richards, crew, patrolled Lake Weir in the flotilla's facility, *Paratus*, to ensure the safety of boaters on the lake. While they were on patrol, a call came in that a boater needed assistance. They responded immediately, but another boater had already arrived to offer assistance.

All participants at this event spoke to the boating public offering them safe boating tips and ensuring that all had a great boating experience.

Taken from Flotilla 15-3 "The Compass Rose" Joyce Dvorak



A special thanks to Karen Miller who proofs all issues and all who have submitted articles and photos in this issue.

Articles/photos for the Fall Issue will graciously be accepted at:

d7happyrecruiter@gmail.com



Division 16



Sammy the Sea Otter Surprises Coloring Book Artist At Safe Boating

SAINT CROIX, U.S. Virgin Islands– *Sammy the Sea Otter*, the U.S. Coast Guard Sea Partners mascot, made a surprise appearance honoring local student Joyce Contreras, the 2011 National Safe Boating Week coloring book cover artist, during the All Hazards Preparedness Expo in Christiansted May 31, 2014.

Coast Guardsmen from the Resident Inspection Office and Boat Forces in St. Croix, and Coast Guard Auxiliary Flotilla 16-1 partnered with the Virgin Islands Territorial Emergency Management Agency (VITEMA) to promote disaster planning and recreational boating safety as part of the island's National Safe Boating Week activities.

"We are enthused to have one of our local students to be the cover artist of a national publication which promotes keeping our waters clean," said Lee Elvins, Auxiliary Flotilla 16-1 operations officer. "Today, Joyce is celebrating by signing the first copy of this coloring book with *Sammy the Sea Otter*."

Joyce Contreras, a 5th grade student in 2011 at the Pearl B. Larson Elementary School was selected as the cover artist from 695 entries open to students in kindergarten through sixth grade throughout the Seventh Coast Guard District, which includes the states of South Carolina, Georgia, Florida, Commonwealth of Puerto Rico and the U.S. Virgin Islands. The coloring contest was created by Bruce R. Wright, Office of Recreational Boating

Safety, and designed to provide teachers across the Seventh District with an opportunity to engage students with lessons regarding endangered species, environmental concerns, water safety and safe boating. Students were encouraged to research the habitat and behavior of the sea otter, just one of several endangered species. The published book is the actual artwork and messages of the children from the Seventh Coast Guard District with enhanced puzzles added.

Lieutenant Joshua Love, Supervisor at the Coast Guard Resident Inspection Office in Saint Croix, explained to the attendees that disaster preparedness, boating safety and education are all elements crucial to keeping our residents and visitors safe on and around the Caribbean waters. Lt. Love assumed duties as Supervisor May 30th relieving Lt. Roger Bogert who served since 2012.

"Our goal was to relay safe boating and sound environmental practices," said Duane R. Minton, Flotilla Commander. During National Safe Boating Week, the Auxiliary participated in the "Get Ready, Get Set, Inflate It" world record life jacket event, provided the Paddleboats America Safety Course to 78 residents, conducted vessel safety checks at marinas, and distributed recreational boating safety information at Jump Up, marinas, the Expo and schools.



MK1 Matt R. Carlson, Coastguardsman Boat Forces in St. Croix, Joyce A. Contreras, student and cover artist, Emily M. Contreras and Mr. Amauri H. Contreras. (kneeling) Lieutenant Joshua Love, Supervisor, Coast Guard Resident Inspection Office in St. Croix, with his wife and daughter.



Duane R. Minton, Flotilla Commander, Auxiliary 16-01 Christiansted, oversees Joyce A. Contreras sign her first copy of the *Sammy the Sea Otter* coloring book District.

Photo and Contributing writer:
Robert A. Fabich, Sr.
Public Affairs Specialist III
Flotilla 16-1 Christiansted, USVI



Welcome

April 1 to June 30, 2014



Division 2

**Garrott, Pamela
Krueger, Carl J.**

Division 3

**Alls, Jackie
Greenbaum, Paul C.
Heimmermann, Joseph
Kasparian, Gary
Klein, Steven
Kosten, Dylan
Pitmon, Troy
Maia, Guilherme
Sager, Steven
Skipper, Trigg R.
Zimmer, Douglas**

Division 4

**Brooks, Stephen J
Lockwood, John J.
Smith, Austin M.
Stafford, Reffard E.**

Division 5

**Abichet, Emmanuel
Barth, Linda R.
Bitz, James J
Brammer, Judith A.
Castillo, Julie
Gonzalez, William Jr.
Holeva, Carl
Vizcarrondo, Carlos**

Division 6

**Benitez, Jorge
Donovan, Angelic D.
Friedman, Arthur S.
Jeda, Zachariah
Manson, Joseph
Remington, Austin
Ruiz, Francisco J.
Sloop, Evan D.
Vaquer, Anthony**

Division 7

**Borghi, George
Carpenter, Isaac
Pennington, Bradley
Puskar, Trevor
Woodruff, Tyler**

Division 8

**Acosta, Edwin J.
Jackson, Robert
Jacobs, Douglas
Kiser, Steven
Mandarino, Shirley
Mc Clash, Joseph
McCrodden, Craig E.
Mills, Ronald D.
Murphy, Francis R.
Osmussen, Herbert
Rutushni, James**

Division 9

**Ames, David J.
Atwood, Candace J.
Bejerano, Javier
Burke, Eileen
DeSharnais, Jean_Louis
Engelhardt, Daniel P.
Etches, Richard W.
Hoeglund, Edward
Kinard, Marie A.
Ledford, John S.
McCaskill, Earl R.
McCoy, Eugene
Norton, James C.
O_Sullivan, Brenda J.
Prusha, Patricia J.
Puglise, Todd
Rau, Timothy
Saylor, Raymond Jr
Snopkowski, Timothy
Stanek, William
O_Sullivan, Brenda J.
Turner, James P.
Wind, James P.**



Welcome



Division 11

**Geremia, Michael
Getty, Patricia
Priore, Robert
Rodriguez, Martha
Russell, Walter L., Jr.
Townsend, William
Vickers, Peter C.
Walter, William T
White, George
Witte, Joseph**

Division 12

**Davis, Michael D
Goodwin, Clayton C
Harper, Jack L.
Harper, William
Tudor, Woodrow E.**

Division 13

**Bauer Gerard E.
Chester, Nelson S.
Mackenzie, Drew A.
Nemura, Ray
Simmons, Forrest
Vasilenko, Christopher**

Division 10

**Becker, Theodore A.
Brinckmann, George
Calhoun, Robert C.
Collins, Richard
Dickson, Caroline R.
Heran, Christopher L.**

Division 14

**Bonilla, Estaban
Judice, Charles
Junkins, Susan B.
Kuehne, Charles
Massey, Jonathan A.
Trahman, William L.
Uy, Laurence S.
Van Loan, Marie**

Division 15

**Cathcart, Caleb B.
Estrella, Arthur
Gossett, Barbara
Rovello, John
Sherwood, Ray
Silver, Joel
Wright, Charles**

Division 17

**Chemerys, James S
Esteras, Justin A.
Joy, April
Landen, Thomas
Marrero_Santiago, Ivette
Michaud, Andrew J.
Rivera_Clavijo, Emanuel
Thornton, Maurice A.
Vogt, Ian H.**





Your long-standing service is acknowledged and appreciated.

34



Jack D'Agostino Flotilla 9-10

**Submitted by Constance Irvin.
DSO-PA**

From the island of Unimak, Alaska to Long Island, New York, to St. Louis, Missouri and finally to Fort Myers, Florida is a long journey which took almost sixty years of Coast Guard Auxiliarist, Jack D'Agostino's life to complete. But, he isn't done yet.

D'Agostino's journey began in 1943, when he quit high school at the age of seventeen to join the fight for our country during WWII. He had wanted to serve in the Army Air Corp, but the recruiter said his eyesight was not sharp enough, so he left and walked next door into the Coast Guard Recruiting office. That's how he found his way to Unimak, Alaska, a lonely island set between the Gulf of Alaska and the Bering Sea.

D'Agostino and 25 other "Coasties" manned radar, loran and direction finding equipment that tracked the coming and going of aircraft, both friendly and foe, along the Russian border, the Alaskan shorelines and the island of Japan. They also tended the Scotch Cap Lighthouse that directed vessels to the only passage between the Gulf of Alaska and the Bering Sea. Time there was lonely and isolated. D'Agostino was serving out the last of his duty requirement when he was spared death from a 100 foot tidal wave (Tsunami) that swept across Unimak in April of 1946 destroying the Scotch Cap lighthouse and killing five of his shipmates. He had been in the lighthouse only an hour before but had gone up to the barracks on higher ground and was almost asleep when the tsunami hit. In the ensuing chaos, the generator in the barracks caught fire but D'Agostino managed to extinguish it. He was awarded a Commendation ribbon for his efforts.

Once out of the Coast Guard, D'Agostino returned to Long Island, moved into a Levittown home, took Michigan State extension courses in electrical engineering and gave five years to the Army Reserves. When he graduated from Michigan State he began working for Sperry Rand. While at Sperry, D'Agostino designed and helped develop a radar system that could track artillery shells from their fired location and within 30 seconds artillery shells would be sent back to destroy that operation. The system was a godsend to both the Army and the Navy. D'Agostino is proud of his part in developing that radar capability.

On June 23, 1964, D'Agostino joined the Coast Guard Auxiliary. His love of boating and his fond memories of the Coast Guard bought him back to the water. He acquired a 31 foot Pembroke and it became his first Auxiliary facility. His fondest memories of time in the Auxiliary were in serving aboard his boat on picket duty in New York Harbor during the three day celebration of our country's 200th year Anniversary in 1976. But he wasn't done.

After thirty years with Sperry, D'Agostino went with Emerson Electric to St. Louis Missouri. He continued with his membership in the Auxiliary, teaching classes, being a coxswain covering the Mississippi River, a vessel examiner and holding various Flotilla positions. Finally, in 1989, he moved to the Fort Myers, Florida area. He quickly transferred his membership to District 7, Flotilla 9-10. In all those years, he steadfastly brought honor to the Auxiliary.

On June 23rd, 2014, while the Coast Guard Auxiliary celebrates its 75th Anniversary, D'Agostino will celebrate that same date with his 50 years of Auxiliary service to his country.

From 1939, our founding year, to now has been a journey begun in serving the boating public and of assisting the Coast Guard in all of their missions except law enforcement.

Jack D'Agostino has served with honor, devotion to duty and with respect for his shipmates for 50 Years. It is indeed a milestone, but as he said, "It has all gone so fast, but I wouldn't change any of it. Even Unimak Island."



William J. Benson
Flotilla 44,

**Submitted by Judi Bacon,
DSO-PE**

"In 1964 I was called to New York City to be evaluated for Vietnam. After the evaluation, a Captain sat me down and said 'you aren't going'. I was told I was being given an occupational deferment. I worked with the fuel oil business fixing boilers and furnaces. There was a shortage of help and I was needed. I talked to my father about this because I really wanted to serve my country. My father suggested that I join the Coast Guard Auxiliary and on June 26, 1964 I was sworn into Flotilla 21 in Morgan, New Jersey.

We worked out of the Sandy Hook Coast Guard Station. Our uniforms were khaki. You couldn't join the Auxiliary at that time unless you owned a boat with few exceptions. I had a 40 foot boat. You were automatically a coxswain at that time and you could do your patrol single handed – one person. Of course it was nice if you had another person on board.

One year they required us to have 100 hours on the water which meant I had to practically spend every available moment on my boat. That didn't last too long. While in Flotilla 21, Bill was the training officer (which was an elected position at that time), Flotilla Vice Commander and Flotilla Commander. He was very active in vessel exams and in several years accomplished more than 100 vessel exams."

Bill and his family moved to Ormond Beach, Florida in 1971 and became active in Flotilla 44. He became passionate about the Aids to Navigation in our Area of Responsibility and has provided many hours of his time to ATON verifications and discrepancies. Last year, he went on 58 patrols and reported 151 ATON discrepancies and 904 verifications.

Bill was a Plank Owner of the Auxiliary Welaka, Florida Detachment formed in 2010. This detachment was established to provide support for patrolling the St. Johns' River and provide a presence there on weekends.

He also participated in many of the Space Shuttle Launch Patrols.



Bill has received the Auxiliary Commendation Award, CG Bicentennial Unit Commendation, the Presidential Unit Citation, two Auxiliary Membership Service Awards, three CG Unit Commendations, ten Sustained Auxiliary Service Awards, one Operational Excellence Award, one DOT Secretary's Outstanding Unit Award, the Transportation 9-11 Ribbon, two Auxiliary PE Service Awards and six Auxiliary Operations Service Awards.

It has been my pleasure to know and work with Bill for fourteen years. He has been on my Facility, "Judi's Joy", many times as crew and coxswain.



Robert E. Strong
Flotilla 14-8,

Submitted by Paul Burns,
FC, Flotilla 14-8

In a flotilla ceremony recognizing and honoring Bob Strong's 50 years of service to the Coast Guard Auxiliary, Past National Commodore William Edgerton said "This is not a member who simply maintained a membership in this organization for 50 years, but somebody who worked and performed hundreds of hours of service every single year of his service to the Auxiliary, and still continues to contribute each and every week."

Bob Strong joined Coast Guard Auxiliary Flotilla 050-02-02 in June, 1964. The Coast Guard Auxiliary was only 25 years old at the time. In 1964, Bob had been boating about two years. Living in the Washington DC /Chesapeake Bay area, a close friend of Bob's who was already a member of the Coast Guard Auxiliary encouraged Bob to join him on his patrols, starting Bob's fifty year journey of service to the boating public. He learned to be a Vessel Examiner from an Auxiliary member who ran patrol boats on the Potomac River during World War II.

Bob owned and operated five different boats from 1962 until 1977 on the Potomac River and the Chesapeake Bay. But it was helping two couples on a stranded 20-foot cruiser at daybreak on the Potomac River that cemented his desire to continue as a member of the Coast Guard Auxiliary. This couples' boat had broken down about midnight in the middle of the river on their way home to Virginia from a night of playing slot machines in Maryland. At first they thought they could hail one of the passing tugs or small freighters that operated on the Potomac at that time. But without even a flashlight, they could not get the tugs or ships' attention. They quickly became aware that the operators of these vessels could not even see them. So when my boat appeared at daylight, they were very happy to see me.

In 1966 Bob and some other Auxiliary members formed Flotilla 050-02-28 in Northern Virginia. He began teaching the public boating courses in 1966. These courses normally had 85 to 100 students per class. He was elected the first FSO-MT in his flotilla. In those days, MT was an elected position. Bob still has a pair of single gold bars with a Blue "A" to prove it. He served as the FC for his flotilla in 1968. A new Division was formed after 1968 and Bob's flotilla became 050-14-03. He always liked to teach so he began training other Auxiliary members at the old Navy building in Alexandria, VA. In 1973 Bob earned his AUXOP pin and was also awarded Auxiliarist of the Year by Division 050-14. In 1978 Bob Strong's career in the telecommunications industry brought him to Jacksonville, Florida and Flotilla 070-14-08.

Since 1978, Bob Strong has been elected Flotilla Commander five times serving Flotilla 14-8 in 1982, 1990, 1991, 1998 and 1999. Bob has served Flotilla 14-8 in about every capacity, but his greatest passions are those which touch the public, and educate boaters on a one to one basis. Bob has more Public Education hours logged than any other member of Flotilla 14-8.

Bob's most valuable contribution to his flotilla has been in the form of "Mentorship". Bob and his wife Carolyn, a thirty-two year veteran of the Auxiliary, have guided countless members through their Auxiliary careers.

Ask any past flotilla commander from Flotilla 14-8 over the past 34 years what one thing added to their successes, and they will point the finger to Bob Strong. Bob has been the one to ask for advice, to remind flotilla leaders of deadlines, to warn flotilla members and leaders that planned actions might not turn out as expected.

Bob has received seven Sustained Auxiliary Service Awards representing over 5,000 hours of service to the Auxiliary. However without a doubt, Bob's actual time is likely significantly under reported, and during the first four decades of Bob's Auxiliary career, records are not available to accurately reflect Bob's estimated 40,000 to 50,000 hours of service, dedication and passion for the work of the Coast Guard Auxiliary. Bob is also a member of the US Power Squadron and has been for the past 51 years as well.



2014 Retirees

April 1 to June 30, 2014

Department of Homeland Security United States Coast Guard

Takes pleasure in conferring

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Barfield, James L.	63	39
Low, William	13-4	25
Farmer, Laura	14-2	23
Balazs, John	11-6	22
Mayer, Paul J., Jr.	72	22
Radosh, Burnett	37	21
Von Laurer, Joseph	13-8	21
Lucash, Bernard	15-8	20
Lucash, Rosalind	15-8	20
Krug, Harry	92	19
Mills, Thomas	10-10	16
Summer, George	12-3	16
Gates, Herbert, Jr.	93	15

RETIRED STATUS

*in the
United States Coast Guard Auxiliary*

*In recognition of significant contributions and devoted service to the organization and
its boating safety programs.*

Crossing the Bar

April 1 to June 30, 2014



Eugene Funderburk
(Ret)
Division 2



Kenneth Bell
Division 7



Richard Hines
(Ret)
Division 8



Joseph VonLaurer
Division 13

*Sunset and evening star
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,*

*But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the
boundless deep*

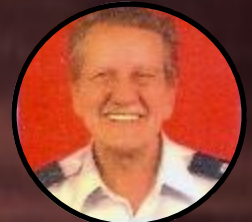
*Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;*

*For tho' from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.*

By Alfred Lord Tennyson



Please submit photos for the
"Crossing of the Bar" Ceremony to
d7happyrecruiter@gmail.com



Roland Gagnon
Division 4



Bruce Cardall
Division 7



Gail Wrede
Division 10



James Rockwell
Division 15



William Friskey
Division 15



William Malone
Division 15

Picture Page

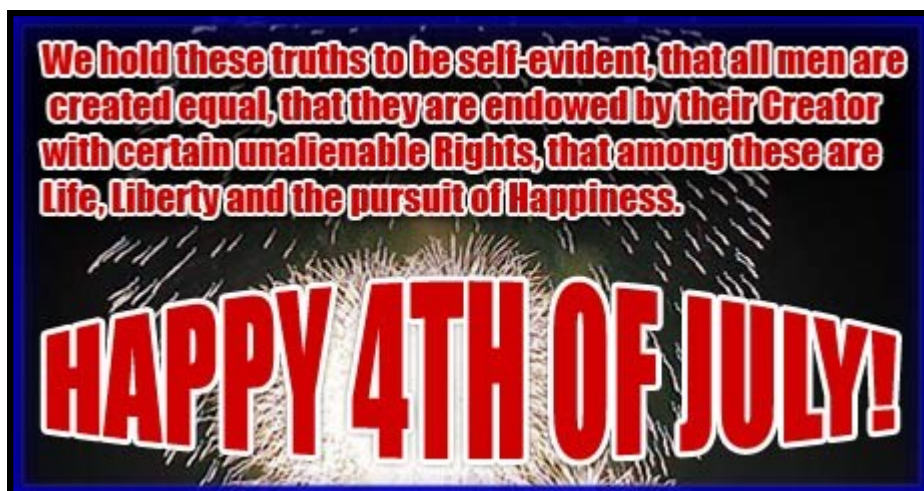


Trivia

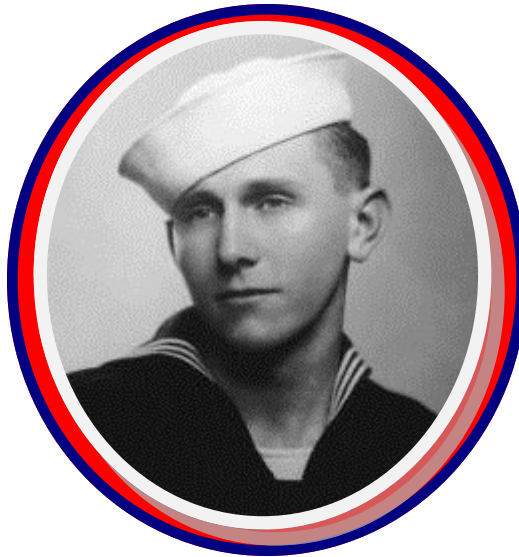
1. Thomas Jefferson and John Adams both died on the Fourth of July
2. 50 flags are flown 24 hours a day at the Washington Monument.
3. Originally, the stars on the flag were arranged in a circle to denote the equality of all the colonies.
4. The tune of the National Anthem was originally used by an English drinking song called To Anacreon in Heaven.
5. To avoid cracking it, the Liberty Bell has not been rung since 1846. To mark the quintessential day, every fourth of July it is symbolically tapped 13 times in honor of the 13 colonies
6. The meaning of the colors of the American flag — Red stands for hardiness and valor. White symbolizes purity and innocents. Blue represents vigilance, perseverance and justice.
7. America the Beautiful was written by Katharine Lee Bates after traveling to the top of Pike's Peak
8. One of the United States ' patriotic songs, "Yankee Doodle" was originally sung by British military officers prior to the Revolution as a means to mock the disorganized American colonists who fought along side them during the French and Indian Wars.
9. Old Glory—This famous name was coined by Captain William Driver, a shipmaster of Salem, Massachusetts, in 1831. As he was leaving on one of his many voyages aboard the brig CHARLES DOGGETT - and this one would climax with the rescue of the mutineers of the BOUNTY - some friends presented him with a beautiful flag of twenty four stars. As the banner opened to the ocean breeze for the first time, he exclaimed "Old Glory!"
10. The oldest US Military Academy is West Point started in 1802.
11. Most people nowadays know that a G.I. is an American soldier and that the term is popularly associated with the Second World War, but few know what the abbreviation G.I. originally stood for or that the term predates WWII by some decades.

G.I. was originally a semi-official U.S. Army abbreviation for galvanized iron, used in inventories and supply records. It dates to at least 1907 and is commonly found in records from the First World War. From a 1917 entry in Col. Frank P. Lahm's World War I Diary, published in 1970:

12. During the Civil War, a man could pay \$300 not to be drafted or send in a substitute.. This upset the poor who couldn't buy their way out.



USCG Heritage



SM1C Douglas A. Munro,

Douglas A. Munro, a signalman first class of the United States Coast Guard, died heroically on Guadalcanal on 27 September 1942. Having volunteered to evacuate a detachment of Marines who were facing annihilation by an unanticipated large enemy force, he succeeded in safely extricating them and in doing so was mortally wounded.

Douglas Albert Munro was born in Vancouver, Canada, of American parents, on 11 October 1919, but spent his entire life previous to his enlistment in South Cle Elum, Washington. His parents were Mr. and Mrs. James Munro of South Cle Elum. Douglas Munro was educated at the South Cle Elum Grade School and graduated from the Cle Elum High School in 1937. He attended the Central Washington College of Education for a year and left to enlist in the United States Coast Guard in 1939. He had an outstanding record as an enlisted man and was promoted rapidly through the various ratings to a signalman, first class.

In the engagement in which he gave his life, Munro had already played an important part, having been in charge of the original detachment of ten boats that had landed the Marines at the scene. Having successfully landed them, Munro led his small boat force to a previously assigned rally position. Almost immediately upon his return, he was advised by the officer-in-charge that conditions at the insertion point were not as expected. The Marines were under attack from a larger Japanese force and needed to be extracted immediately. Munro volunteered to lead the boats back to beach for the evacuation. Commanding the rescue expedition, he brought the boats in-shore under heavy enemy fire and proceeded to evacuate the Marines still on the beach. Though the majority of the Marines had been loaded into the boats, the last remaining elements of the rear guard were having difficulty embarking. Assessing the situation, Munro maneuvered himself and his boats into a position to cover the last groups of men as they headed to the boats. In doing so, he exposed himself to greater enemy fire and suffered his fatal wound. At the time it was reported that he had remained conscious long enough to utter his final words: "Did they get off?"

www.uscg.mil/history