

D-7 Connection



Human Resources - Winter Issue 2014

Issue 28

Editor: Angela Pomaro

USCG Tribute to Auxiliary

'Twas' the night before training and all through the boats,
Coasties were stirring and making their notes;
With the AUX boats filled and ready to go,
To help teach the Coasties what they needed to know;
As the Coast Guard piped taps and readied for bed,
The Auxiliarists stayed up searching their heads;
How to support two-boat training and boardings run wild
While others prepared to teach CPR for a child;
As the holidays grew near and excitement spread 'round,
Auxiliarists were busy making food by the pound;
Feeding our Coasties their holiday meals,
To our Auxiliary was a high priority deal;
So with money from pockets complete of their own,
Our gracious Auxiliarists cooked grand meals in our home;
As December grew close the kids jumped with joy,
Because thanks to the AUX each kid got a toy;
And the cheer for the children did not stop there,
A party, too, was thrown showing how much the AUX
care;
A new year began, winter to spring
And Auxiliary planned new adventures they'd bring;
With standing watch, vessel inspections and AOR runs
Auxiliary still found help for donations of funds;
And of course open house was an over-all win,
And again the Auxiliary made time for our kin;
Providing supplies for the new school year,
Parents let rest any financial fears;
So to wrap it all up into one if we may,
There is one last thing the Coasties must say;
Words can't describe the appreciation we find
For our Auxiliarists, Flotillas 56-59

Written by SN Rachel Genoune
Station Fort Pierce



USCG Auxiliary

District 7



District Commodore
John Tyson



District Commodore—E
Robert A. Weskerna



Chief of Staff—E
Judith Hudson



Logistics Directorate



James E. Dennen, DDC-L
Directorate Chief

The DSO-HR Team



Angela Pomaro DSO-HR
Human Resources Department



Tom O'Connor, ADSO-HR
Mentor—North



Paulette Parent, ADSO-HR
AUXFS



Rich Steinbach, ADSO-HR
Mentor—East/West



**South
Carolina**

Georgia

The District 7 SO-HR Team



Larry Cook 2



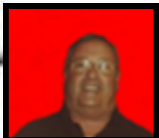
John Owen 12



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



"Connie's Comments"



No Man is an Island

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

In the sixteenth century, John Donne penned a very short poem entitled "No Man is an Island". I learned of that poem during a high school English class many years ago and for some reason the idea of the poem stuck with me. You may wonder what significance or relevance it has for today. A great deal, indeed.

If you read the very first few lines, you will understand... "No man is an island, entire of itself. Every man is piece of the continent, a part of the main." We are not as individuals that important, but as a group we can accomplish a great many of our goals. The concept of Team Coast Guard brings the idea of working together to attain and fulfill specific missions into focus. Therein lies the message John Donne imparted in his short poem.

Sometimes it is easy to forget that as Auxiliarists we are a part of a broader team working toward assisting the U.S. Coast Guard in reducing boating accidents and fatalities. Without the Flotilla Staff Officer for Public Education making sure that boating instruction is offered to the public and without the Flotilla Staff Officer for Vessel Examinations sending out vessel examiners to check recreational boats for safety equipment, much of our mandated mission is lost. But it doesn't stop there. The Flotilla Staff for Partner Visits personnel further the Recreational Boating Safety mission by making sure marinas have adequate safety information available for the boating public. Even the Flotilla Staff Officer for Operations are part of the mission when Auxiliary Facilities and their crews go out on the water to monitor boats and to assist boaters when needed. Our AUXAIR program contributes enormously with vital missions of monitoring vast areas of our oceans and waterways, looking for pollution or for people in need of help. The Marine Safety Team of pollution and commercial vessel examiners furthers our assistance of the Coast Guard.

If we take a closer look at the Auxiliary, it becomes clear that everything we do in all of the various skill sets and areas of directed support like Auxiliary Food Service, the interpreter corps and the elected positions of running the flotilla, the division and the district are a vital part of the Team.

The one department I haven't mentioned is the Public Affairs department. Those of us in that discipline know that we are charged with telling the public who we are, what we do and how we can help them become better, safer boaters. And finally, as Public Affairs Officers, we must never forget that we are charged with protecting the integrity of our historic assembly.

When we set aside our self and look at the broader picture, we will find our place in Team Coast Guard. When we realize that "No Man is an Island" we can achieve any goal, any mission by working together. That should be our challenge for 2015. Semper Paratus.





The Retention Guru



Well another year is coming to an end and I am pleased to announce that we have continued to make progress with "D7 Mentor Recruitment and Training Plan".

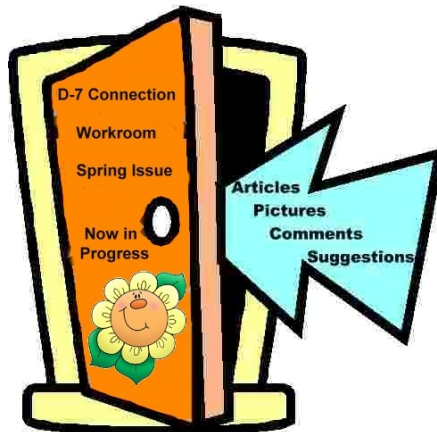
Since my last update I had the opportunity to present the plan to eighteen USCG Auxiliary members at DTrain. The group expressed support for the program and offered many excellent suggestions to continue to improve the plan.

Next month I have been invited to present the plan to thirty plus members of Division 14 in Saint Augustine at their January Division meeting. We are very excited about expanding the plan to other divisions and flotillas in District 7.

If you would like more information about starting a "Mentoring Program" in your unit, you can find everything you will need to get started on the District 7 Web Site under the "HR Corner" section or contact me. I will be glad to assist in any way I can.



Rich Steinbach, BC-HRT, ADSO-HR District 7, SO-HR Division 5
Caneman20@comcast.net 772-569-5348 or 772-643-2067



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 Spring Issue will graciously be accepted at:
d7happyrecruiter@gmail.com

Paperwork! Paperwork!



Member Annual Summary & Status Report

Submitted by Sue Hastings, DSO-IS

After the first of the year, your FSO-IS or SO-IS will be running the 2014 Annual Member Summary Report for each of you. You will either get an email copy of this report or a hard copy passed out at your Flotilla meeting. It is very important that if you have any activity that has not been turned in for the year to get it in as quickly as possible so that your time and effort will be counted on your report.

What type of information will you find on this report:

Annual Member Summary & Status Report		REPORT PERIOD ENDING: 31-DEC-14		
Member No. HASTINGS, SUSAN Z		Business Cell: / Fax: Home: Email:		
Base Enrollment Date: 09/25/1989	Flotilla Enrollment Date: 09/25/1989	Status: AX2 02/11		
Current Offices Held: DSO-IS FSO-IS FSO-SR SO-IS				
Qualifications: IT 05/92, LEA 01/90, VE 11/02,				
Awards Received:				
AUXILIARY PE SERVICE AWARD		1	CG BICENTENNIAL UNIT COMMENDATION	1
DOT SECRETARY'S OUTSTANDING UNIT AWARD		1	FLOTILLA MERITORIOUS ACHIEVEMENT AWARD	1
PRESIDENTIAL UNIT CITATION		1	TRANSPORTATION 9-11 RIBBON	1
AUXILIARY COMMANDANT LETTER OF		2	AUXILIARY COMMENDATION AWARD	2
AUXILIARY MEMBERSHIP SERVICE AWARD		2	CG UNIT COMMENDATION	4
CG MERITORIOUS TEAM COMMENDATION		9	SUSTAINED AUXILIARY SERVICE AWARD	11
ICS / IS Courses: ICS100 ICS200 ICS700 ICS800				

The information on the top part of this report includes:

Name, Address, Phone Numbers, Email Address: If any of this information is incorrect, please notify your FSO-IS as soon as possible or turn in a 7028 Webform to update.

Base Enrollment/Flotilla Enrollment/Status and dates:

Status breakdown:

AP - Approval Pending – security verification has not come back yet. You may participate in programs and become certified in most if a Safe Boating Class is checked in AUXDATA.

IQ - Initially Qualified, member has security clearance but does not have a safe boating class, cannot hold elected office or receive qualifications

BQ – Basically Qualified, member has security clearance and a safe boating class recorded in AUXDATA. – may hold elected office if meets other requirements and become certified

AX/AX2 – Auxop Qualified, member has completed required courses for AUXOP status.

Current Offices Held: Only current offices shown. Can check past offices in D7 AuxInfo Reports on the D7 website.

Paperwork! Paperwork!



Member Annual Summary & Status Report

Submitted by Sue Hastings, DSO-IS

Current Qualifications and data: Only certified qualification does not show REYR.REWK qualifications.

Awards Received: Shows type of Awards and how many times received

ISC/IS Courses: Shows ICS courses taken

Section 2 End of the Year Cumulative Activity Summary

In this section you will see the number of mission and hours for different missions such as Coxswain/Crew, Air, Radio, Marine Safety, Operational Support, Public Education, Member Training, etc. It also shows the number of Program Visits, Vessel Exams, ATONS, Person and Property assisted. Your 7029 "99" Hours, Miles and Costs are also listed. At the top is the total number of Missions and Total Hours for the year. This information is based on the date the report was run. If you turn in missions after the run date, they will not be reflected in the totals.

Section 2 End of the Year Cumulative Activity Summary			TOTAL MISSIONS	80	TOTAL HOURS	1,326.1
MISSION	#	HOURS	MISSION	#		
SURFACE PATS SKIPPER			PROGRAM VISITS			
SURFACE PATS CREW:			VSC GIVEN:	5		
SURFACE STND BY SKIP:			FACILITY INSP:	1		
SURFACE STND BY CREW:			CFV EXAM'D:			
AIR PATS PILOT:			UPV EXAM'D:			
AIR PATS CREW:			TOW BOAT INSPT			
AIR ON DECK PILOT:			ATON MISSIONS:			
AIR ON DECK CREW:			ATON DISCREP:			
RADIO MISSIONS:			ATON VERIFIED:			
MEP MISSIONS:			PERSONS SAVED:			
MS MISSIONS:			PERSONS ASSISTED:			
OPR SUPT MISSIONS:			PROPERTY ASSTD:			
ADM SUPT MISSIONS:	6	29	RBS "99": HOURS: 1,078	MILES: 496	COST: \$90	
MEDICAL MISSIONS:						
INTERPRETER MISSIONS						
PE INSTRUCTOR:	4	6.3				
PE AIDE:	11	15.8				
MT INSTRUCTOR:	3	6				
MT AIDE:						
RAP/AIM MISSIONS:						
DOCKWALKING MISSIONS:						
ELT SUP MISSIONS:						
PA MISSIONS:	19	81				
DATA ENTRY:	29	105				
TRAINEE MISSIONS:						

The data reflected in this report is only as good as the information that was inputted into the system. If mission activity is not submitted to your IS officer to enter, it will not be reflected in the summary. If you have any questions or corrections concerning mission hours and activity, please contact your FSO-IS to get them corrected in AUXDATA.

This report is only good through April. After that date it is recycled to the current year. If you find errors and you have backup material, such as missing Awards or Certifications, please get them to your Flotilla Commander as soon as possible. The FC will need to submit the corrections through a D7 Help Ticket to get the records updated.

News From Otto's World



What Will The Weather Be

Submitted by Otto Spielbichler,
Flotilla 54

Many boaters are familiar with the phrase "Know before you go". It usually means check a weather report before starting a boat trip. Weather reports are available on television, radio and cellphones. Push the WX button on a Marine radio and up to the minute reports on current weather conditions are available. National Weather Service forecasts are updated every four to six hours. Weather alerts are broadcast immediately. Technologies like satellites and radar have made weather forecasting a science. The result is reliable short term and long range weather forecasting

There was a time when weather forecasting was more art than science. Meteorologists relied on scientific knowledge and instruments like barometers, thermometers and pressure charts to predict weather. Short term forecasts were usually accurate but long term forecasts were less so.

However, since the beginning of recorded history, some people have been able to predict short term weather. Surprisingly, some predictions were accurate seventy to eighty percent of the time. The tools used by these individuals were the most basic: observation and memory. Long term residents were aware of the effects of seasonal changes on weather but some were also aware of day to day trends in clouds, wind direction and changes in temperature among other things. They remembered that certain combinations of these factors often resulted in a particular type of weather. Some developed memory aids or mnemonics to help others remember how to predict short term weather trends. The mnemonics have become known as weather proverbs and most are as useful today as they were when they were created.

The objective of this article is to identify some of the proverbs that are useful to boaters. The science that explains why the proverbs work is also included. If you want to test the reliability of some proverbs, or, if you want to test your ability to judge if some proverbs are fact or fiction, use the following web address : www.hawthrns.net/weather/proverbs.htm, and take the on line quiz after reading this article. This writer scored seventy eight percent correct.

The following is an example of a weather proverb and an explanation of why it is usually accurate in the short term. The proverb is: ***When the sun sets in a lake (a band of clouds on the horizon) it will rain tomorrow.*** The logic is as follows. In this part of the world, weather often comes from the west. The clouds on the horizon are probably dark because they contained moisture and thus there was a chance of precipitation shortly.

There are several sources of proverbs on the web. The following select proverbs were taken from www.BoatSafe.com/nauticalknowhow/weather1. Note, features like sky color, wind direction included in proverbs are the visible features, but are not the only reason the weather occurs.

Perhaps one of the most familiar proverbs is: ***Red sky in the morning, sailors take warning. Red sky at night, sailors delight.*** The sun rises in the East. When there is moisture in the air the sun rays are refracted. The first color visible is red. Thus rain is a good possibility. The sun sets in the West. Red is the color in the spectrum that will be visible as it reflects off of dust particles in the atmosphere. Dust particles indicate day air. Thus short term weather will be dry. The logic also applied to the proverb: ***Evening red and morning gray, help the traveler on his way. Evening gray and morning red bring down rain upon his head.***

News From Otto's World



In this part of the world, wind direction provides clues to short term weather for boaters. The proverb: A wind from the South has rain in its mouth, is one example. Wind from the south is usually the leading edge of a low pressure cold front. Cool air does not hold moisture like dry air. Thus, moisture in a cold front will likely create rain.

Moisture in the atmosphere affects the appearance of celestial objects like the sun and moon. Thus the proverb: ***When a halo rings the moon or sun rain's approaching on the run.*** The halos are caused by light reflecting off clouds located in freezing air at high altitude. As a result, the clouds are sheets of ice. Interestingly, the ice clouds indicate the approach of a warm front and rain within twenty four hours. According to the U.S. Weather Service, rain follows about 75% of the sun halos and about 65% of the moon halos.

Clouds are mentioned in many proverbs. Clouds are usually visible day or night. Clouds have distinct shapes and are located at different altitudes. Clouds also have distinct shapes and can be seen even if more than one type of cloud is visible. Therefore, clouds are important and reliable predictors of weather. Information on clouds used for this article can be found at; BoatSafe.com/nauticalknowhow/weather1. Click on Weather 101 for information.

Even without knowledge of cloud types, the following proverb is an example of the usefulness of using clouds to predict weather. The proverb is: ***The higher the clouds the better the weather.*** The rationale behind this proverb lies in the fact that air cools as it rises in the atmosphere. As air cools, it loses the ability to retain moisture. Thus, the higher air rises the dryer it becomes and the probability of rain decreases.

The Boat Safe web site mentioned previously has information on cloud types and weather prediction. The reader should refer to the site to learn details. Two cloud types are of special interest to boaters on the water because one is an indicator of good long term weather and the other forecasts near term foul weather.

The cloud type that can be used to predict good weather is the Cumulus cloud. Cumulus clouds are seen in blue sky and in sunny weather. Winds are usually calm (three knots or less). Cumulus clouds are low level clouds (at altitudes less than 5000 feet). They are usually described as being puffy or looking like balls of cotton. These clouds mean weather for the immediate future will remain fair.

The second type of cloud, Cumulonimbus clouds are Cumulus clouds that have been affected by warming (rising) air and changes in atmospheric pressure. Cumulonimbus clouds are accompanied by increasing wind speeds, thunder storms and heavy showers or rain in the short term. The best advice is to head for port.

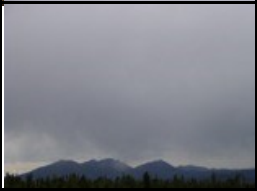
There are other types of cumulus, stratus and cirrus clouds that boaters can use to predict either fair or threatening weather. Boaters who plan long duration off shore trips or those who cross to the Bahamas should familiarize themselves with the information in the BoatSafe website. The information is essential to boaters crossing in sail boats or small power boats. In any event, boat safe. Keep an eye on the sky. Learn some proverbs.

The table on the following page shows and explains the various clouds and what they indicate:



News From Otto's World



CIRRUS		Circus clouds are thin, wispy high altitude clouds that usually are sheets of ice. The clouds predict fair weather within 24 hours. The direction of movement indicates where the weather will come from.
CIRROSTRATUS		Cirrostratus clouds are thin and usually cover the whole sky. Milky, translucent cloud veil of ice crystals, which sometimes causes halo appearances around moon and sun. They indicate rain within 12 to 24 hours.
CIRROCUMULUS		Cirrocumulus clouds, usually seen in the winter indicate cool, fair weather. Fleecy cloud; Cloud banks of small, white flakes. In the tropics they may mean a hurricane is approaching. Consult the National Weather Service site for a more detailed assessment.
ALTOSTRATUS		Dense, gray layer cloud, often evenly and opaquely, which lets the sun shine through only a little. Covering the whole sky, these blue gray colored clouds form ahead of storms with heavy rain fall.
ALTOCUMULUS		Grey cloud bundles, sheds or rollers, compound like rough fleecy cloud, which are often arranged in banks. Altocumulus clouds form in clusters that cover most of a morning sky. They are grayish white in color. Late afternoon thunder storms follow.
STRATUS		Evenly grey, low layer cloud, which causes fog or fine precipitation and is sometimes frazzled. These gray clouds usually cover the entire sky. Their uniformly gray color indicates light rain or drizzle for several hours.
STRATOSCUMULUS		Cloud plaices, rollers or banks compound dark gray layer cloud. These lumpy shaped clouds form in rows that cover most of the sky. While they contain moisture it seldom falls. Patches of blue sky may be visible between the rows of clouds
NIMBOSTRATUS		Rain cloud. Grey, dark layer cloud, indistinct outlines. These dark gray clouds contain rain that will fall in the short term.
CUMULUS		Heap cloud with flat basis in the middle or lower level, whose vertical development reminds of the form of towers, cauliflower or cotton. Cumulus clouds are also known as fair weather clouds. These low level clouds are often describes as being balls of cotton. Winds are usually calm and the sky is a deep blue.
CUMULONIMBUS		In the middle or lower level developing thundercloud, which mostly up-rises into the upper level. Boaters beware! When these clouds can be seen heavy rain, lightening and strong winds are likely in the near term. Time to head for port.



Division 3



Fort Lauderdale International Boat Show

Submitted by George Kozel,
FSO- PA , Flotilla 37

Twenty-seven Auxiliarists from Division 3 staffed the Public Affairs Booth at this year's Fort Lauderdale International Boat Show which ran from October 30th to November 3rd 2014. This Public Affairs Booth was the first project developed by the newly formed Division 3 RBS (Recreational Boating Safety) Team. The Team consisted of Bill Bartley, VDCDR (Chairman), George Kozel, SO-VE, Glenn Wiltshire, SO-PE and Andrea Rutherford, SO-PA. Several teleconference calls were used to coordinate set-up, Staffing, display items, and theme, which was Recreational Boating Safety.

An estimated 1,000 show goers stopped by the booth which displayed, on a projector and laptops, an attention getting five minute looped video of "Joining the Coast Guard Auxiliary" which showed actual footage of helicopter operations, boat crew training, line handling, public education classes, flare demos, air patrols, district conferences, awards presentations, and fellowship activities. This video was produced by Carlos Arenas, SO-CS of Flotilla 37 (Lighthouse Point).

Auxiliarists staffing the booth showed the guests line handling, knots, cleat hitches, Personal Electronic Position Indicating Radio Beacon and operation, life jackets, etc. Many of the guests were boaters and were given information of upcoming About Boating Safety Classes and some also signed up for a Vessel Safety Check. Of particular interest to the guests were the display racks and pamphlets showing the fresh and saltwater fish that are native to South Florida.

Having a Public Affairs Booth at such large scale events is a great opportunity for us to attract new members as well as students for our ABS Classes but most importantly, showing the public the importance of the United States Coast Guard and their missions.





Division 4



LIFE JACKETS – CHANGES IN THE WIND

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

For the past couple of years, the Coast Guard and PFD industry have been working on revising how we describe life jackets, types and uses. As you probably know, the term PFD, Personal Flotation Device, has been discarded, because the public never grasped that term. Oh, we've used it for decades, it is codified in regulations, but no one knew what the heck it meant. So, lately, we've switched to using the term, life jackets. Now there's a term anyone can identify.



The next issue was the types, like I, II, III, IV and V - Roman numerals yet. An informed boater knows that stuff, but does Joe Six Pack? Hardly, he shopped at a big box store, bought the cheapest life jacket he could find to meet carriage requirements, and slipped the jackets in their plastic wrappers into a cubby hole on his boat. Did he look at the label on the jacket? If he did, around line 4 he would have quit. He also would have ripped off the 16 page booklet explaining all life jackets, types and so forth and trashed it. Something had to be done.

So, a working group was formed and begun to collect ideas of where all this should go. The goals of producing a new label are:

- Simplify look and function of label
- Label information tied to activities and performance, as opposed to "type rating"
- Address changes on how people absorb information
- Create "harmonization" in label design for North America

In order to make the decision easier of choosing which life jacket, the label will provide information about the activity the jacket is suitable for. It will designate uses that that jacket should not be used for, such as an inflatable and water-skiing. There will be a performance rating and a statement saying it is approved by the Coast Guard. There will be much less reading and through the use of icons, hopefully bridge language barriers.

Obviously, this is a big job, and public hearings and many briefings have taken place trying to reach a consensus. Other issues include state laws that may have to be modified, unless they mirror the Federal regulations. Canadian participation has been crucial to eliminate differences between the two countries. Eventually, the Coast Guard hopes that agreement with the European Union can be reached; making a jacket bought in Quebec approved in Miami or Stockholm.

Problems currently under review center on several items. Icons are a big problem, they must convey a clear message, but new icons may not be readily understandable. Should they come with a written explanation? And, would that have to be in two or more languages? A buoyancy scale for flotation is another mystery. It runs from 50 to 200+ and is an engineering measurement. A type III comes to 70, but how many folks can relate?

Work on this project has been going on for about three years and is close to resolution. Old labels and life jackets will continue to be approved as long as they are serviceable. But that creates other confusions, two sets of labels out there. Law Enforcement will need plenty of training to be able to inspect life jackets properly.

I don't have a time table for all this to conclude, but ask you to stand by, change is almost here.



Division 5



Let's Make Waves: A Great Idea

Submitted by Otto Spielbichler,
Flotilla 54

While a member of Flotilla 51, Betty Underwood remembers a time when Flotilla 51 conducted its activities at Station Lake Worth Inlet (SLWI) while the flotilla's storm damaged building was under repair. Flotilla 51 members, looking for a way to recognize the generosity of SLWI Chief Warrant Officer Boson James Mullinax (Ret), decided to send his son Bryan, a member to the United States Coast Guard on the Cutter Baranof, serving in the Persian Gulf, a "gratitude package."

In the course of mailing items to Bryan Mullinax, members of Flotilla 51 discovered the presence of five other Cutters serving in what is now known as, Operation Enduring Freedom. Members of Flotilla 51 enthusiastically supported the idea of sending gratitude packages to all the Cutters.



Letters of appreciation from members of the Coast Guard motivated Betty to create the Let's Make Waves Program. With the support of Division 5 Commander Greg Barth, Making Waves created a way for members of all the flotillas in Division 5 to collect items to be mailed to members of the Coast Guard serving overseas.

Flotillas with items to contribute can mail their own packages or bring them to scheduled division meetings and let Making Waves personnel distribute them. Monetary donations are also accepted to assist in the shipping costs.

To date, Making Waves has sent fourteen packages to members of the Coast Guard serving overseas. Division 5 members were asked to bring a package to their Division 5 Change of Watch.



If there is an interest in starting such a program, Betty would be more than happy to assist. She can be reached at jwubau@gmail.com.



Let's Make Waves: A Worthwhile Activity.



Division 5



PE Classes in Division 5

Submitted by Gregory Barth,
DCDR-5

One of the more important functions of the Coast Guard Auxiliary is to educate the boating public in safe boating. Currently, all of our seven flotillas in Division 5 give "About Boating Safely" classes. Some have Saturday or Sunday eight hour classes and others split them into two or three nights. Some give them at their flotilla meeting places and others use other public facilities like town halls or high schools. No two give the classes in the same way but all do follow the "About Boating Safely" booklet and required test.

Recently I had the opportunity to monitor a class given by Flotilla 51 – Rivera Beach. Flotilla 51 does a great job with Public Education Classes accounting for 45% of the Division 5 total. They give classes once a month on Sundays at the local town hall with generally twenty five to thirty students for each class. Prior to the class flyers are distributed to many of the local stores and other establishments that the potential students may frequent. They also list their classes on the "Auxiliary Public Boating Courses" on the Auxiliary website.

I must say that the class was refreshing. Chris Abernathy, Flotilla 51 Staff Officer for Public Education arrives early, before the class with a generous collection of Life Vests, Ring Buoys, small scale Nun and Can buoys, Day beacons, Flashing Lights and other props that are used in the teaching of the class. The class starts at 9:00 with as many as five different instructors teaching the seven chapters. Each instructor gives a very hands on lesson and encourages the students to ask questions. There is a lot of back and forth discussion and many of the students do participate and appear to be getting a lot out of it. The instructors also seem to enjoy what they do. The test is given at the end, graded and then next month it all starts again.

If you have a large group of students this method may work for you.

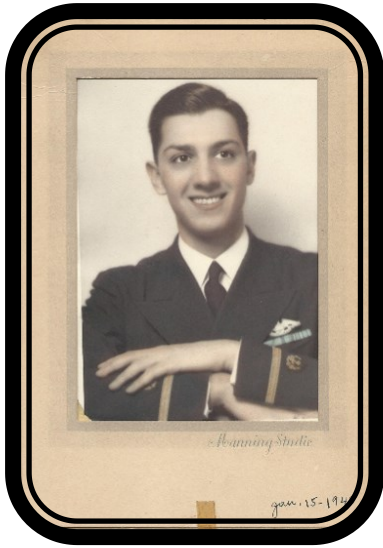




Division 11



Break Down at Sea 1943



Submitted by Tom Loughlin, SO-PA
Flotilla 11-10

Written by Glen Ohanesian LCDR,
USN (Ret), Flotilla 11-7

The circumstances follow. The ship I was serving in the *S.S. Samuel Johnston*, a wartime "Liberty" ship 440' in length, 58' breadth, 10,500 cargo tons, in ballast (meaning she was "light", or empty) bound for Philadelphia, Pennsylvania, from Algiers and Oran, Algeria, and about six days out of Gibraltar. We were in a convoy of forty, to fifty, ships of about the same type with a speed of between 9.5 to 10.0 knots being escorted by five destroyers or destroyer escorts.

Captain George C. Small, a master mariner, was an old seafaring man, maybe seventy-five years old, who had been brought back from retirement because of the wartime emergency. He was an excellent sailor who, because of his age, had vision problems. So, when he was on the bridge, many times when I was too – it was as a "command performance". At twenty years old (with 20/20 vision) I served as his "extra" eyes. He called me "Boy". Never called me anything else. Didn't dream of objecting !

There were two other named characters who were part of the story. First: The chief engineer, whose name was Mikkelson. He was a nice, easygoing old man about sixty-five years old. Mr. Mikkelson was a gem of a marine engineer who was extremely competent and totally unflappable. Then, I must (as a courtesy) mention my room mate, Cadet-Midshipman Raymond P. Vincent an engineer. Raymond became my best friend until his death on March 4, 1999.

We were about three days out of Philadelphia when, one morning at about daybreak, Chief (Engineer) Mikkelson came up to the bridge to

talk to Captain Small. Being close by, I overheard Mr. Mikkelson tell Captain Small that one of the gaskets of the main engine had blown out and that we had to stop to make repairs to prevent additional engine damage. Captain Small did not want to stop because submarines often tailed convoys resulting in lagging ships being torpedoed. Mr. Mikkelson kept insisting that the repairs be made as soon as possible to prevent potential total destruction of the engine. Suddenly, the prospect of being dumped into the North Atlantic in the winter became very real to me. After some more talk, Captain Small acquiesced and ordered the engine room telegraph to be set to "Stop".

Work could not begin on the engine, a huge thing at least two stories tall, until it had cooled from about 750° Fahrenheit (its working temperature) to temperatures the engineers could handle. That was estimated to take about two hours. We dropped out of the convoy watching the rest of the convoy grow smaller and smaller, then finally disappearing over the horizon. A destroyer from the escort screen dropped back to us asking if we could proceed. We replied, "No. We have to make repairs to the engine." The destroyer signaled back, "Sorry. We have to leave you. Have to get back to our convoy station. Good Luck." Then, bending on twenty-five knots, he took off for his convoy station leaving us at the tender mercies of any lurking submarine.

The fires in the boilers were cut off at about 8:00 a.m., the ship soon lost all power leaving it lying dead in the trough of the waves. Because there was a heavy swell running, the ship began to roll very heavily. According to the inclinometer we were rolling up to 30° to each side. It became impossible for any one to remain standing unless they held on to something sturdy. It was a little better in the engine room. While the ship was rolling like this, gun crews, and lookouts were, in addition to holding on for dear life, searching the sea for submarines on the surface to try to take them under fire with the deck guns. An exercise in futility!



Division 11



Break Down at Sea 1943

The job was a nearly impossible one. In the heavy seas, the engineers had to lift the massive main cylinder head, a weight of about a ton, or more, and temporarily suspend it over their heads by a heavy chain hoist until the blown gasket was replaced. The cylinder head then had to be replaced in exactly the original position from which it was taken. That is normally a shipyard repair job.

On the bridge, as the engineers worked, we could hear the suspended cylinder head clanging and banging against the hoist machinery and what ever it could hit every time the ship rolled.

It made a ringing sound I'll never forget. It sounded like a bell (tolling for us) calling every submarine within a hundred miles. In addition, the engineers, with their heavy tools, were making an ungodly racket. Captain Small called the engineers on the bridge-engine-room circuit asking them to quiet the noise. Mr. Mikkelson replied telling the captain, "If we don't Captain, we'll never get out of here". So, we listened, kept a sharp look out, and sweat it out.

On the bridge, we were having trouble of another kind. We couldn't move about from place to place but mostly held on where we were and talked to kill time. Couldn't do much more.

I was helping steer while the ship slowed and stopped. As we lost steerage way, it took two men to handle the wheel. A huge wave hit the port side of the ship. The ship heeled over to starboard in response. I completely lost hold of the wheel and fell to the deck. Next thing I knew, nobody else was standing on the bridge. All, including Captain Small had lost their handholds. We were all sliding back, and forth, across the bridge on our butts in a mass trying to grab something that would allow us to stabilize ourselves. On one of my trips across the bridge, in desperation, I grabbed and pulled the handle to the tele motor, or steering gear. Big mistake. This released about a gallon of highly viscous oil onto the bridge deck. On trip across I was able to close the valve to stop the flow of oil. But the deck was, now, covered with a heavy coating of tele motor oil.

Then, there were several more very heavy rolls to starboard. On one of these rolls, trying to grab something to stop me, I grabbed a wall mounted fire extinguisher which, I knew, was secured to the bulkhead by a steel cable and buckle arrangement. Bad move ! The buckle opened. Now, I was sliding across the deck on my butt, like every one else, desperately trying to keep the fire extinguisher vertical so that the chemicals wouldn't mix. Didn't work. Within a few seconds, in addition to telemotor oil on deck, the fire extinguisher discharged its contents over the overhead, the deck and the people (including Captain Small) sliding about. It was the definition of "Awful" !

I don't know why, but I began to laugh uproariously at the situation. A few others joined me. Here we were in the middle of the ocean ludicrously sliding around on our rumps. And, there was nothing we could do about it. Captain Small kept repeating his mantra "For Crissakes, For Crissakes, etc." He also said something about these "God damned kids they send to sea today". [Meaning me!] Captain Small offered many other profane prayers as the day proceeded.

After about eight hours of rolling around, maybe around 7:00 p.m., the engineers reported that they were ready to try to move the ship. We rang up 1/3 speed on the engine room telegraph to bring the engine temperature up slowly and to test the gasket. Wonder of wonders, we headed the ship into the waves at about four knots. The terrible rolling stopped. Instead of rolling, she now pitched – that was OK. Later we rang up 2/3 and full ahead, in turn, which gave us a dizzying speed of 10 knots to get out of there before we got "tagged" by a submarine. There was a big cheer and a general sigh of relief as the engine throbbed its comfortable old rhythm.

When things got back to normal, all hands pitched in to clean the bridge up. It didn't take too long with the ship running as it should. Captain Small never reprimanded me. I think that, truth be known, he was glad for the comic relief. I thought, for sure, that my dreams of an ensign's half inch gold stripe had gone up in smoke. We made Philadelphia about three days later congratulating ourselves on our escape. After loading cargo, we were ready to go out again.



Division 12



From “Rescued” to “Recruiter”

Submitted by Barbara Burchfield,
PA Specialist 1—Flotilla 12-3

Flotilla 12-3 Lake Murray, SC, paid special tribute to C. Russell Jernigan for 40 years of service in the U. S. Coast Guard Auxiliary at the flotilla Change of Watch ceremony on December 1, 2014 in Chapin, SC. Festus Burchfield, Flotilla Commander presented Jernigan with a framed Auxiliary Member Service Award signed by Rear Admiral John H. Korn, U. S. Coast Guard Seventh District. Burchfield also thanked Jernigan’s wife Janice for supporting him and the Coast Guard Auxiliary during his long term of service.

Jernigan attributes his 40-year career in the Auxiliary to a boating incident that left him and his wife (fiancée at the time) stranded on a mud bar outside of Charleston Harbor in the summer of 1973. It was late afternoon and he tried everything he could think of to get his boat off the mud bar and into deeper water with no success. He even tried flagging down boaters in the distance.

As night approached and darkness set in, Jernigan proclaimed that it looked like the only thing that would help them was intervention from above. Soon after, the undeniable rotary wing sound of “whoop-whoop-whoop” got louder and louder in their direction. Intervention did indeed come from above - in the form of a Coast Guard helicopter to the rescue! Jernigan and his fiancée were hoisted up into the helicopter by the chopper’s cable and basket system. Apparently the Governor of South Carolina was on a boat that afternoon and happened to notice Jernigan’s stranded boat, contacted the Coast Guard and set a rescue into motion.

As if that wasn’t enough, the Coast Guard Auxiliary retrieved Jernigan’s boat off the mud bar the next day and towed it to a nearby launch for him. Jernigan was impressed with the community service and kindness offered to the everyday recreational boater. The next year he joined Flotilla 12-8 Charleston and became “that guy” himself as boat crew member assisting the public, long before commercial towing and recovery services were widely available. Later he became an instructor, teaching boating safety classes and public education courses. With job relocation, he transferred to Flotilla 12-3 Lake Murray in 1980.

Jernigan held many leadership positions, including two terms at Division 12 Captain, but professed that his favorite and most enjoyable job was Personnel, now known as Human Resources. He enjoyed getting to know the people, recruiting them into the Coast Guard Auxiliary and helping them find a position that was personally rewarding for their volunteer time and talent. It’s a big move from rescued to recruiter.

Retired as Assistant Vice President with the South Carolina Farm Bureau Insurance Companies in 2006, Jernigan enjoys living on the lake and touring with his pontoon. As an active member for Flotilla 12-3, he continues to offer his knowledge, assistance and a helping hand to the flotilla wherever he can.



Russ Jernigan, Flotilla 12-3 Lake Murray, received the Auxiliary Member Service Award for 40 years of service in the Coast Guard Auxiliary. An anniversary cake and a model of USCG Eagle were gifted by Festus Burchfield, Flotilla Commander.



Division 15



SAR Mission off the Coast of the Suwannee River

On the morning of August 28, Flotilla 15-1, Crystal River, was called out by Sector St. Petersburg to assist in a Search and Rescue mission off the coast of the Suwannee River. Two men (71 & 45 years of age) left the Suwannee Marina the previous morning in a 16' center console boat. When they did not return that evening, the U.S. Coast Guard was notified and a search began around 3:00 in the morning. Don Jones, Jodi Simon, and I with the Salt Shaker headed to Suwannee around 10:00 am. There, we met up with Don Sorli from Flotilla 15-7, in whose Area of Responsibility (AOR) the Suwannee River resides. We had orders to search just off shore and to the north from the Suwannee channel. Water just off-shore is very shallow which made it difficult to search close in. After being on the water for about 30 minutes, we received orders from Sector to conduct a "Track Line Search" pattern. Coordinates were received, entered into the GPS, and we headed to our CSP (commence search point) starting point. We had just notified Sector that we were beginning our search when a Fish and Wildlife Commission (FWC) vessel located the missing boat with both occupants 16 miles west of Suwannee Marker #1. The boat had capsized with only about 3' of the vessel out of the water and with both occupants still with the boat. They had been out there for about 28 hours. Information was not available as to the time the boat capsized or the reason, but both men were in need of medical attention when they arrived back at the boat ramp.

This was a great opportunity for Flotilla 15-1's operations program. It shows that we have the personnel and facilities to assist the Coast Guard in Search And Rescue operations outside our AOR. The fact is that on this day's SAR, we spent most of our time traveling, and the outcome of this SAR was positive with the safe rescue of the two boaters. Our crew was prepared for a long afternoon on the water, especially in an area with which we were unfamiliar. Having Don Sorli on board was a great asset

**Taken from Fall Issue of
Charlie Noble—Article
by Jim Simon, FC 15-1**





Welcome



October 1 to December 31, 2014

Division 1

**Cintron_Pacheco, Angel
Perez_Garcia, Rafael**

Division 2

**Burnette, Johnny L. III
Parks, William D.
Poole, George
Walker, Timothy
Williams, Randolph C.
Williams, Valerie**

Division 3

**Arnett, Katherine D.
Chudnow, Ivan
Greenstein, Todd A.
Ortega_Acevedo
Snearly, Anne L.**

Division 4

**Buyondo, Aidah
Perez, John R.
Perez, Jose R.**

Division 5

**Covard, Barry P.
Estes, Faye
Estes, William C., Sr.
Guthrie, Randall
Smith, Jay**



Division 6

**Ambros, William L.
Bolivar_Sanchez, Luis
Concepcion, Carlos
Jones, Caroline
Menendez, Carlos
Perez_Codina, Luis
Pinon, Cipriano**

Division 7

**Anderson, Christopher
Baffi, Oreste
Browning, Stephen
Cusick, David L.
Gilmore, Roger J.
Unciano, Brandon
Williams, David W.
Wittnebert, Herbert**

Division 8

**Jaret, Laura P.
Jaret, Rory T.
Lucitt, Mark
Mann, Timothy
Melendez_Albin, Angel
Poney, Dennis
Smith, George
Sailer, Kendel**



Welcome



Division 9

**Barron, Kevin J.
Bartlett, Douglas
Bauer, Bruce K.
Bouffard, Pierre
Comeaux, Joseph J.
Corbin, Donnie
Curto, Robert
Dotson, Terry W.
Edwards, Charis
Haray, George A.
Linder, Joseph
Miller, William J.
Rassiccia, Joseph II
Stine, Laurie
Tobar, Armand**

Division 10

**Colon, Joshua
Rush, Thomas J.**

Division 11

**Brady, James
Joline, James
Inderwies, George A.
McBride, Dennis
Meyer, Sarah
Mills, Andrew G.
Talbot, Daniel
Waldron, Katherine A.**

Division 12

Harvey, Michael

Division 13

**Childree, Ronald
Zuluaga, Patricia**



Division 14

**Billberry, James
Lancaster, Jill M.
Manella, Nathaniel F.
Miller, Robert C.
Moody, Sierra S.
Mudge, Stephen
Pyatte, Karolyna S.
Ruehl, Keith G.**

Division 15

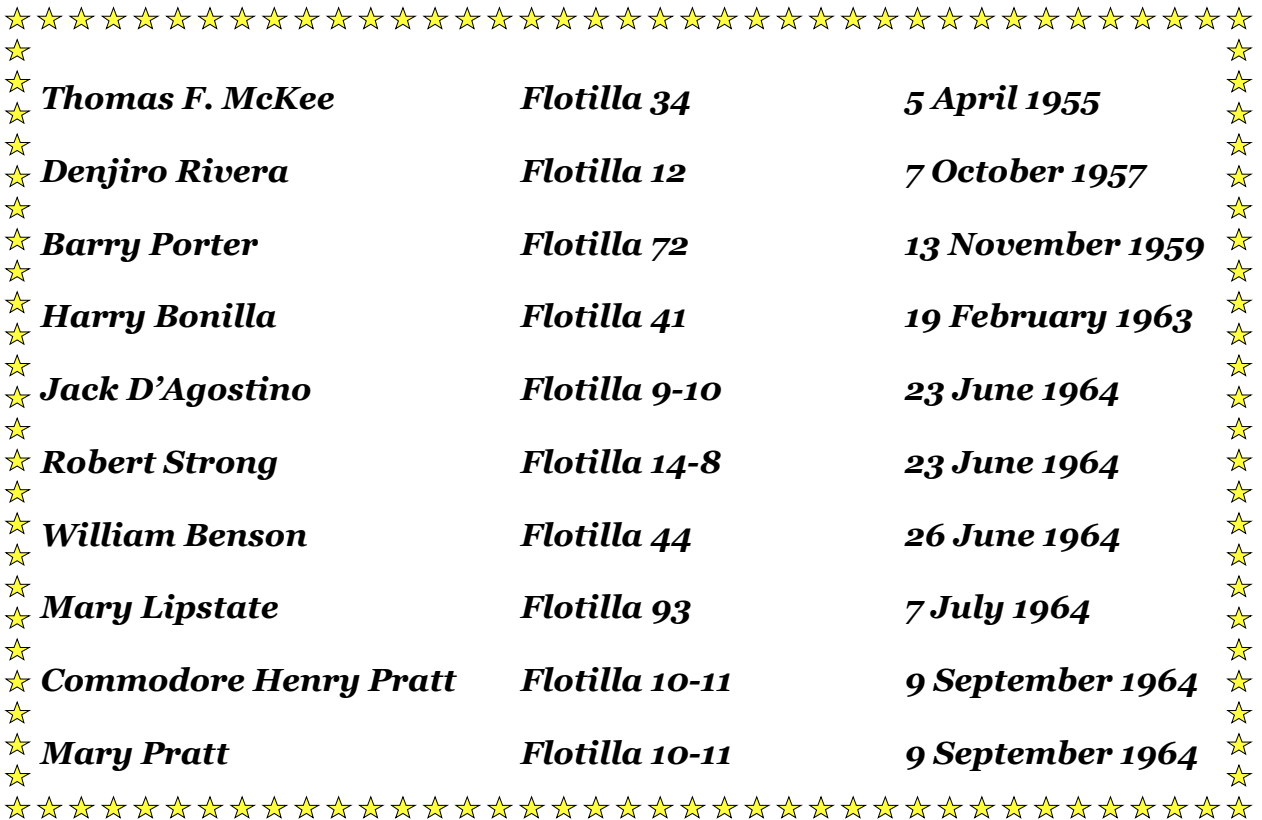
**Boatwright, Tracy
Duelz, Joseph B.
Gamlin, William L.
Jordan, Emma
Jordan, Paul E.
Leslie, William P.
Linden, Albert H., Jr.
Mooney, Rebecca
Schultz, Michael T.**

Division 16

Rodriguez_Ossorio, Bruno

Division 17

**Doling_Tye, Shawnee
Frias_Gonzalez, Felipe
Hansard, Dabney R.
Kuipers, Ruth A.
Nickles, Steven
Parham, Teresa J.
Vazquez, Orlando
White, James C.
Vogt, Eugene**



Thank you





2014 Retirees



October 1, to December 31, 2014

Department of Homeland Security

United States Coast Guard

Takes pleasure in conferring

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Dagostino, Jack	9-10	50
Hernandez, Hazel	78	48
Cafarella, Robert	11-6	45
Hefty, Thomas	10-11	36
Goessel, Arthur	65	32
Ingratta, Armando	9-10	32
Strong, Carolyn	14-8	32
Zemaitis, Rochelle	54	31
Gray, Wilbur	87	30
McKinnon, Thomas	41	30
Stephenson, Samuel S.	36	30
Bretones, Sebastian	54	29
Dietz, Norbert	81	29
Lori, Joseph	75	29
Gallostra, Carlos	65	26
Graden, Joseph	11-9	26
Mahl, Jeff	9-10	26
Perez, Raul	63	25
Cavanagh, James	81	23
Horn, Joseph	11-7	23
Cordeau, Robert	93	22
Jones, Thomas	81	22
McMahan, Daniel	74	21
Coltrane, Cynthia	17-2	20
Edwards, James	85	20
McGee, Deborah	56	20
Roberts, Richard	15-2	20
Bradt, Harvey	14-7	19
Gammage, John	29	19
Haggerty, Cheryl	85	19
Owen, Brenda	85	19

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.*



2014 Retirees



October 1, to December 31, 2014

Department of Homeland Security

United States Coast Guard

Takes pleasure in conferring

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Sumner, Bruce	17-11	19
Bogue, David	91	18
Forsyth, Suzann	10-10	18
Marinaro, Nicholas	54	18
Rhea, Albert	98	18
Southerland, Arlene	12-6	18
Cutler, Helen	15-5	17
Goodwin, Alan	81	17
Keeler, Duane	9-10	17
Keeler, Norma	9-10	17
Kelley, Diane	9-10	17
Yoder, James	10-11	17
Stevens, Jesse	14-2	17
Stevens, Richelle	14-2	17
Connelly, Joseph	12-6	16
Hall, Sterling	17-11	16
Lemon, William	15-8	16
Maloney, Gerald	14-4	16
Sementilli, Ernest	12-10	16
Beeman, Charles	86	15
Curtin, George	74	15
Dacus, Deborah	36	15
DeSantis, John	32	15
Grimmnitz, Mary	17-6	15
Landreth, Odus	93	15
Lori, Catherine	75	15
Shrader, David	12-6	15
Sieves, Sylvia	58	15
Street, Richard	44	15
Tindall, James	12-8	15
Votava, Raymond	81	15
Yockel, Thomas	11-3	15

RETIRED STATUS

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United States Coast Guard Auxiliary

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Crossing the Bar

October 1, to December 31, 2014



Joseph Casagrande
Division 3



Marcos Rigos
Division 3



Bill Boluk
Division 5



Joseph Yurillo


Division 5



William Furphy
(Ret)
Division 5



Stephen Powell
Division 6



George Fischell
Division 7



Robert Lowry
Division 7



Rhonnie Duncan

Division 8



Kenneth Keyser

Division 9



Paul LeBlanc
Division 9

*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
Turns again home.*

*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



Elbert Maloney


Division 3



Roger Woywood
Division 4



Doris Breece


Division 5



Crossing the Bar

October 1, to December 31, 2014



Philip Vaughan
Division 9

*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,*



John Hannan
Division 10

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



Ignazio Parrinello
Division 10

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



Michael Booth
Division 11

*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*



Alva Brown
Division 11



Bob Mathewes
Division 12



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



Richard McLaren
Division 12



Jack Jones
Division 14



Lance Taggart
Division 13



Jill Auburn
Division 14



Robin Soper
Division 15



Andre Hubert

Division 15



Timothy Ott
Division 15



Rodrigues, Elaine

Division 15



William Oursler

Division 17



Picture Page





Holiday Trivia

Happy Hanukkah



The original ball lowered in Times Square on New Year's Eve back in 1907 was made of iron and wood and decorated with 100 light bulbs. The modern New Year's ball is made of Waterford crystal, covered with 696 light bulbs, 96 strobe lights, and 90 rotating pyramid mirrors.

In 1939, an advertising employee at the department store Montgomery Ward wrote the story of Rudolph the Red-Nosed Reindeer for a store promotion. That year the store gave away 2.4 million copies of the story. Ten years later, Gene Autry recorded the song "Rudolph the Red-Nosed Reindeer." Since then it has sold over 80 million copies. Rudolph has definitely gone down in our holiday history!

Traditionally, Hanukkah is a time when children are encouraged and rewarded for their Torah studies. Consequently, it became fashionable to give the children Hanukkah money and presents during the holiday.

In Germany, the eighth and last night of Hanukkah used to be very special. All the leftover wicks and oil were lit in giant bonfires. People sang songs and danced around the fire, often until the small hours of the night.

Hanukkah celebrates the victory of the Maccabees or Israelites over the Greek-Syrian ruler, Antiochus about 2200 years ago



The poinsettia, a traditional Christmas flower, originally grew in Mexico, where it is also known as the 'Flower of the Holy Night'. Joel Poinsett first brought it to America in 1829.

The popular Christmas song "Jingle Bells" was actually written for Thanksgiving. The song was composed in 1857 by James Pierpont, and was originally called "One Horse Open Sleigh".

The colors of Kwanzaa are a reflection of the Pan-African movement representing "unity" for peoples of African descent worldwide: Black for the people, red for the noble blood that unites all people of African ancestry, and green for the rich land of Africa.

The celebration of Kwanzaa begins on December 26th and ends on January 1st.



Kwanzaa is not a public holiday in the United States.

"It's a Wonderful Life" appears on TV more often than any other holiday movie

Christmas became a national holiday in America on June, 26, 1870.

In Mexico, wearing red underwear on New Year's Eve is said to bring new love in the upcoming year.

Clearing up a common misconception, in Greek, X means Christ. That is where the word "X-Mas" comes from. Not because someone took the "Christ" out of Christmas.

