

D-7 Connection



Human Resources - Winter Issue—2015

Issue 32

Editor: Angela Pomaro

Holiday Greetings



Peace



Happy Holidays

Merry Christmas





USCG Auxiliary

District 7



District Commodore

Robert A. Weskerna



Chief of Staff

Judith Hudson



Logistics Directorate



James E. Dennen, DDC-L
Directorate Chief

The DSO-HR Team



Angela Pomaro, DSO-HR
Human Resources Department



Mark Crary, ADSO-HR
Special Projects



Paulette Parent, ADSO-HR
AUXFS



Rich Steinbach, ADSO-HR
Mentoring



Gil Thomas, ADSO-HR
E-Responders

**South
Carolina**

Georgia

The District 7 SO-HR Team



David Tedrow 2



Chris Poulos 10



Wendy Baldlo12



Don Mooers 14



Vincent Maida 15

Florida



Kim Davis 11



Sharon Breece 17



Bill Griswold 4



Judith Clapp 7



Rich Steinbach 5



John De Stefano 8



Arnold Greenhouse 3



Tom Hart 9



Hortensia Sampedro 6



Claude Bullock 13



Wilson Iziarry-dehoyos 1



David Richardson 16



Puerto Rico

Virgin Islands



THE AUXCHEF



Sector Saint Petersburg Holiday Party December 18, 2015 Thank You AUXFS Team

**Submitted by Paulette R. Parent, DCAPT-W
ADSO-HR/AUXFS**

Congratulations to the "AUXFS SSP HOLIDAY PARTY TEAM" for the wonderful job you all did in preparing and serving the holiday buffet for the Active Duty, family and friends of Sector Saint Petersburg. You all performed in an outstanding and professional manner. The work was labor intensive and I never heard a complaint from any of you. In fact, it was nearly impossible to get any of you to take a few minutes to rest. Your help in the AM with the decorating made the room a festive atmosphere for a luau even if the weather did not quite cooperate! Once we all enjoyed lunch, the work began and you worked tirelessly from 1230-1800 when the food was put on the buffet. You then served all our shipmates and families for over an hour smiling as you wished everyone a very happy holiday. Most of you stayed late into the evening making sure that the buffet was maintained as well as the cleanliness of the lounge and lounge kitchen.

I can not thank you enough for your willingness to serve during this special occasion. I know that hearing the personal "thank you" from those in attendance is probably reward enough but I would like to add that you were the epitome of the AUXFS program and I could not be prouder of you all.

Capt. Case presented each of us with his Sector's "Bravo Zulu" coffee mugs (with candy too). I am sorry that you had left because of the late hour by the time the presentation was made, but the gratitude and applause was overwhelming from all the attendees. I will be sure to get the mugs to you ASAP - they are truly beautiful.

Again, may I offer my personal BRAVO ZULU to you all and wish you the Happiest of Holidays and a healthy and happy New Year!



Bruce Ristich



Paulette Parent and Leslie Long



Jeff Lawlor and Brian Garry



Paperwork! Paperwork!



What Can you do to Help your Information Services Officer in 2016:

Submitted by Sue Hastings, DSO-IS

This year all members' New Year's Resolution should be to submit your 7029, 7030, and other forms to your IS Officer in a timely manner. This will help them in updating the system and not being overloaded at the end of the year. It will help the Coast Guard and Auxiliary leadership in knowing how well we are doing and being able to use the data to get more money for the Auxiliary. Also, the longer you take to turn in your activity the more likely you are to make mistakes and forget some of your missions.

Some common problems regarding forms:

7029 – Mission Log Activity – use the correct 99 Code.

99A – Leadership/Staff hours related to staff positions (PA/MS officers are submitted on 7030 codes).

99B – Recreational Boating Safety – includes travel/prep for Public Education, Public Affairs, Vessel Exams, Program Visits, Operations

99C - Marine Safety – includes travel/prep for Marine Safety programs

99D - Training – including any training hours for study, classes (not submitted on 7039 Workshop)

99E - Other – all other activity not covered by 7030 or other mission codes

Mileage – number of miles used to travel for USCG Auxiliary missions, meetings, training that is NOT reimbursed on CG or District Orders

Costs – costs for uniforms, meals, etc. related to USCG Auxiliary activity that is NOT reimbursed on CG or District Orders, also NO GAS receipts as they are part of the mileage numbers

7030 – Mission Activity - use correct Mission Codes, if you are not sure of the correct code you can get them from Forms Warehouse 7030 Instructions or check with your Staff Officer for activity or your FSO-IS officer

7038 – Vessel Exams – this form is for one member only (only ONE Trainee per form is allowed for those working on Certification or REYR).

7046 – Program Visits – this form is for one member only (one ONE Trainee per form is allowed for those working on Certification or REYR).



Paperwork! Paperwork!



What Can you do to Help your Information Services Officer in 2016:

The ten Mandated Courses are:

- **ICS 100** (need to be done on FEMA database) – once completed send copy of Certificate to FC or FSO-IS who will submit through the D7 Help Ticket
- **ICS 700** (need to be done on FEMA database) – once completed send copy of Certificate to FC or FSO-IS who will submit through the D7 Help Ticket
- The eight courses that are needed:



502379	Building Resilience and Preventing Suicide	Every 5 years
810030	Security Fundamentals	Every 5 years
810015	Privacy at DHS / Protecting Personal Information	Every 5 years
810000	Sexual Harassment Prevention	Every 5 years
810045	Sexual Assault Prevention and Response	Every 5 years
502319	Civil Rights Awareness	Every 5 years
502306	Ethics 1 / Personal Gifts	1 time only
502290	Influenza Training	1 time only

As you see two (Ethics and Influenza) are one time only and the others need to be done every five years.

You can check your classes by checking the AuxInfo Reports on the D7 website which has two reports (ICS and Mandatory). Those with AUXDATA access can pull either Training Management Report for flotilla or Training Status Reports either for individual or flotilla which show it a member is certified for these required classes.

Some of the common certification requirements to get out of REYR:

- **Vessel Examiners** – need to do two (2) VSCs as a Trainee with a qualified VE.
- **Program Visitor** – need to do two (2) Program Visits as Trainee – self certification
- **Instructor** – need to do two (2) hours as Trainee instructing with a qualified IT.
- **Boat/Air Qualifications** – will need to meet specific requirements based on missing hours, QE, classes, etc.





The Webmaster



DISTRICT 7 WEBSITE

Submitted by David Hastings, DSO-CS

This is the time of year that all Webmasters in District 7 whether at district, division, or flotilla level need to go in and clean up their websites. Take out old pictures, information and officers. It is time to update these sites and the unit staff officers can help by giving the webmasters updated information for 2016. That way we start out the year with fresh up to date information.

We want to keep our websites fresh and up to date as the website is quite often the first introduction to the boating public and potential new members.

Check out our District 7 website as there is much information that is helpful to both officers and members. The link to this site is: <http://www.uscga-district-7.org/index.html>. The top menu is linked to the National website and the District information is on the left menu.



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

[AUXHOME](#) [JOIN US NOW!](#) [LEADERSHIP](#) [AUX MEMBERS](#) [DIRECTORATES](#) [UNITS](#) [AUX ASSOC.](#) [COAST GUARD](#)

Tuesday, December 22, 2015



Seventh District



Find us on Facebook

Tablet and Ipad Touch Screens

[Bridge](#) ▶

[Directorates](#) ▶

[ASCs District 7](#) ▶

[Auxiliary District Coordinator - ICS](#)

[Member Resources](#) ▶

[Forms](#) ▶

[Online Magazines](#) ▶

[Public Information](#) ▶

[Safe Boating Classes](#) ▶

[District 7 Help Desk](#)

[Video Section](#)

[What's New](#)

[District 7 C-School](#)

District 7 Web Site



Commodore Bob Weskerna



Chief of Staff Judith Hudson

Hello and Welcome to District 7, United States Coast Guard Auxiliary

Judith Hudson and I welcome your visit to our District 7 webpage, and urge you to explore this electronic resource for information on how to join our organization or to find specific guidance and resources for seasoned members.

District 7 is the largest of our 16 Coast Guard Districts, and D7 Auxiliary is dedicated to support active duty Coast Guard in all its missions in this area except direct law enforcement. We are the uniformed volunteer arm of the United States Coast Guard.

While our primary role is to provide Recreational Boating Safety services to the boating public, many of our members serve by filling support roles on Coast Guard facilities throughout the Seventh District. Our many opportunities include communication watchstanding, public affairs services, maritime surface patrols, air operations, public education, Marine Safety, language interpreters, and more but there are many additional opportunities for service available to interested members. We consider ourselves to be America's Volunteer Lifesavers. If you think this service could be of interest to you, please find the button under the banner at the top of this page entitled "JOIN US NOW." Click this and learn more about how to join us in service to the Coast Guard and the boating public. I look forward to meeting you soon should you decide to join us.

Commodore Robert A. Weskerna
District Seven Auxiliary



The Webmaster

DISTRICT 7 WEBSITE



On the bottom of the website is an easy to use menu to quickly get to frequently used areas in District 7.

Past Division Captains and Commanders Association	Updated 09/21/2015			
District 7 RBS Committee	LEGAL DSO	QE's CORNER	D7 HELP DESK	AVIATION
District Divisions and Flotillas	HR CORNER	AWARDS	MANUALS	AUX-INFO
CONTACT US	DISTRICT 7 ORGANIZATION CHART	DISTRICT STANDING RULES	MEMBER TRAINING	INFORMATION SERVICES
	<u>PUBLIC AFFAIRS</u>	COMMUNICATION	PROGRAM VISITOR	DISTRICT 7 DASHBOARD
SEARCH NATIONAL SITE Enter Search Term(s): Search	PUBLIC EDUCATION	SURFACE OPERATIONS	STATE LIAISON	PUBLICATION
SECURITY LEVELS  SIGNIFICANT RISK	COMMUNICATION SERVICES	MARINE SAFETY	VESSEL EXAMINATION	D7 OFFICERS DIRECTORY
	MATERIALS	HISTORIAN	NAVIGATION SYSTEMS	HUMAN RESOURCES
Microsoft word reader Download Power Point viewer Download				
Contact National National Help Desk Website Policies Acessibility FOIA Plug Ins U.S. Coast Guard U.S. Department of Homeland Security USA.gov <i>CGAUX.ORG is the U.S. Coast Guard Auxiliary official web portal.</i>				

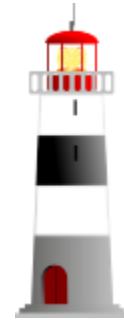


News From Otto's World



LIGHTING THE WAY

Submitted by Otto
Spielbichler, Flotilla 54



Since the beginning of time individuals using boats for travel or work have used various types of navigational aids. The earliest aids to navigation probably were and still are physical features along the coastline that could be seen from offshore. During daylight hours a mountain, hill, a cluster of trees, or a pile of rocks would be examples of aids local boaters could use to find their way home after a day of searching for food. A fire on a beach would serve as a nighttime aid.

As the known world expanded and ships were used to transport cargos to distant ports, aids to navigation used by local boaters were supplemented by a variety of universally recognized aids. An early example of one of these navigational aids is a lighthouse. A lighthouse could be a unique feature used during daylight hours to guide a ship to port. Fires or other types of lights on a structure did the same job at night.

The first lighthouse built, that has written historical documentation, was the Pharos lighthouse in Alexandria, Egypt in Third Century B.C. Although records have been lost or vary in precise details, the original Pharos lighthouse lasted about 1,500 years before being destroyed by an earthquake. It was replaced by a structure... *that took twelve years to build... resembled a modern skyscraper... stood anywhere from 450 to 600 feet in height... on a stone base 240 feet high and 100 feet square... the second level was an eight sided tower one hundred fifteen feet high tourist center and observation platform... serving food to visitors... the top portion was a cylinder about sixty feet high leading to an open cupola where the fire that provided light burned... a mirror in the chamber made of polished bronze was used to project the fire's light from the tower at night or the smoke from the fire during the day up to one hundred miles away.* This structure collapsed in 1375 but is still listed as one of the Seven Wonders of the Ancient (Greek) World. (unmuseum.muspa.us/pharos.htm).

In the centuries following Pharos, the number of lighthouses increased along with the expansion of the known world. The purpose of a lighthouse has remained the same; to guide mariners to a safe port and to help them avoid dangers such as shallow water or rocks. In the minds of many people lighthouses are tall brightly painted, cone shaped structures topped by a light and are located on a prominent piece of land located above the ocean. That image is a fairly accurate stereotype. Many lighthouses are located on high ground looking out to sea with a light located at the top. However, lighthouse shapes and heights vary depending on their location. Look at the photos in this article and observe the differences in shapes in lighthouses on the Great Lakes, along coast lines and in bays and ports. A few lights are on anchored light ships or are short structures sitting above the water on legs. The light however, tops the structures.

History reveals that a variety of fuels have been used to create a light. These included wood, coal, olive and whale oil, kerosene, and natural gas to name just a few. The light in the Dixon Hill lighthouse built in 1887, located in San Salvador, Bahamas, was powered by kerosene until just a few years ago. A lighthouse keeper still lives on site and resets weights attached to a mechanism that makes the light revolve. (Google Lighthouses of the Bahamas for photos of the lighthouse and mechanical equipment).

Electricity and the invention of the incandescent light along with the creation of the Fresnel lens resulted in lighthouses that have reduced the need for lighthouse keepers. Fresnel lens ...*redirect ... vertical light... forms a continuous source ... into a horizontal plane... that are focused into one or more directions at time...* (en.wikipedia.org/wiki/Lighthouse). There are six orders of Fresnel lenses. The distance at which the light is visible depends on the power of the light source and the order of the Fresnel lens. First order lens are the largest, most powerful and expensive lenses. (See photos of the Fresnel lens in the Pemaquid lighthouse, Maine) (vega.org.uk/video/programme/226 for how a Fresnel lens works...spellings are correct)

News From Otto's World



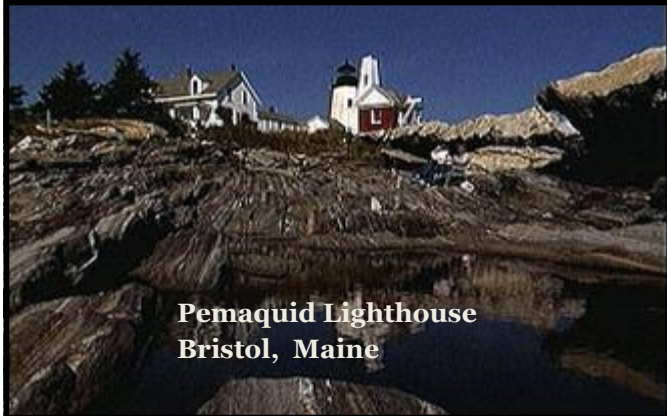
LIGHTING THE WAY

Recent advances in technology such as rotating aero beacons that emit brief omnidirectional flashes and Vega Lights and light emitting LED panels are being tested for use in lighthouses of the future (wikipedia.org). These light sources may eventually eliminate the use of Fresnel lenses.

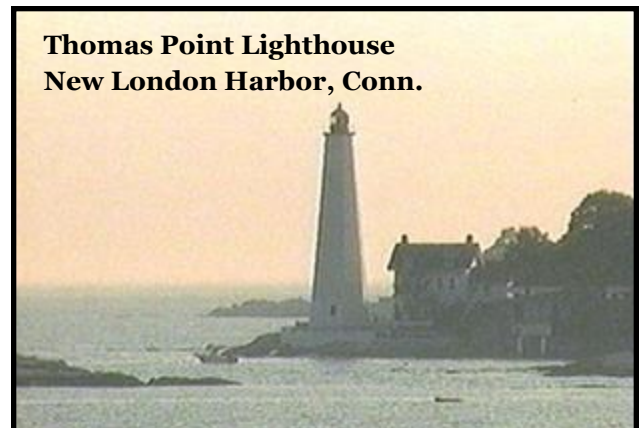
The United States Coast Guard still maintains lighthouses in this country and territories. Many however, have been turned over to private organizations that have contractual commitments to maintain the lighthouses and keep them open to the public free of charge. (Goggle maintaining East Coast lighthouses for information)

If you have had an opportunity to visit a lighthouse, you can appreciate that they are usually found in a scenic location. If you have not, treat yourself, visit a lighthouse. You may find that organizations and individuals that maintain a lighthouse “love their work” and the lighthouse. They usually conduct tours that offer close up views of features of a lighthouse (See photos of the Pemaquid lighthouse on the Maine coast.) Visit a lighthouse and discover why lighthouses are and will continue to be the favorite among Navigational Aids.

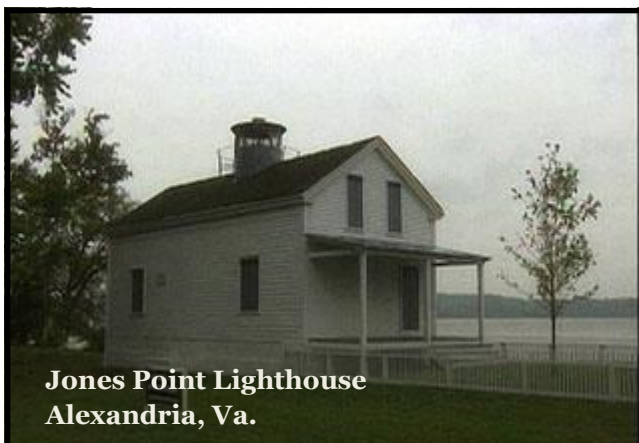
Lighthouses of the East



Pemaquid Lighthouse
Bristol, Maine



Thomas Point Lighthouse
New London Harbor, Conn.



Jones Point Lighthouse
Alexandria, Va.



Sand Key Lighthouse
Key West, Fl.



"Connie's Comments"



Is Public Affairs Training Really Necessary?

Submitted by Connie Irvin, DSO-PA

If you haven't noticed, there seems to be a heavy National Auxiliary emphasis on getting Public Affairs people trained for doing Auxiliary Public Affairs missions. What's the big deal? Well, potential embarrassing mistakes and downright abuse of Coast Guard Public Affairs Policy to name a few reasons for the importance of training.

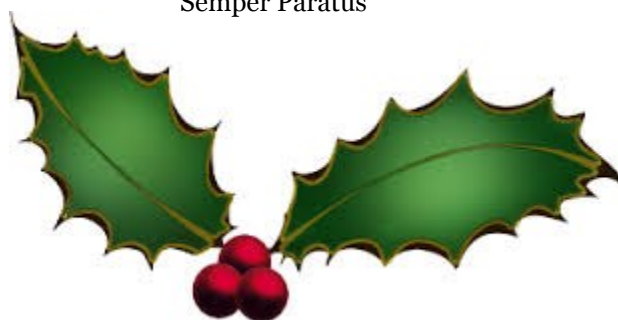
Coast Guard Auxiliary Public Affairs is no longer simply a matter of handling boat shows and setting up displays and sending boating safety class schedules to the local newspaper. It has gone way beyond that. Think about it...do we send boat crew, coxswains, AUX Food Service, Vessel Examiners, Instructors, Marine Environmental Specialists, AUXAIR personnel or any other mission specialists out there without any training for their specialty? To use a Vietnam era expression: "Hell, No."

No Flotilla Commander or Division Commander should fill a Public Affairs Officer (PAO) slot with someone who is not willing to begin training for doing the work of a PA officer unless they are willing to first take an on line AUX 20 PA course. Why? There is too much at stake. That person needs to have a fundamental understanding of Public Affairs missions and where to go to find out about Coast Guard Policy regarding external PA policy. The CG External Public Affairs Manual (2014) is our guiding document for the Auxiliary Public Affairs Guide (2014) which is currently being updated again. The Auxiliary PAO has to know how to handle Social Media and the rules that govern our involvement...the correct way to write articles and photo captions in Associated Press Style...how to write media releases to get press coverage for our missions and events...how to handle television interviews and the proper way to present ourselves in both our uniform wear and demeanor (no sun glasses, no cover for television interviews)...did you know that? If the FC or DCDR is unaware of the intricacies of Auxiliary Public Affairs, mistakes happen. Your people need to be trained. Mistakes of not wearing our uniform properly and having a photograph appear in the newspaper which shows an improper uniform is embarrassing not only to the Auxiliary, but to the Coast Guard. We need to make sure that we are protecting our image and theirs. Ultimately, Public Affairs mistakes are the responsibility of the FC and the DCDR. Who needs that?

There are on line courses that further the beginning level training in policy, photography and journalism. The C-School-AUX 12 for Public Affairs is excellent and it is open to new Auxiliarists who are in AP status. Check the Aux Manual (3-28 section H).

As the DSO-PA for D7, I cannot stress enough the importance of this training. We are in a new "time" and we must keep current with the changes that occur every day that affect the missions of Public Affairs. We promote the image and the branding of every mission with which the Auxiliary assists the Coast Guard. We need to be in step with their Public Affairs Officers. Make no mistake...Training is necessary.

Semper Paratus





USCG AUXILIARY PUBLIC AFFAIRS



On the Job/USCG Auxiliary Public Affairs



**Submitted by Hank Cushard, ADSO-PA
East - Flotilla 59**

This was my experience with a recent impromptu press conference. You don't always have the time to do all the preparation necessary, so some details were shortened for this piece.

The purpose of USCG Auxiliary Public Affairs is "to publicize Auxiliary activities so that the public understands and appreciates Auxiliary support of the Coast Guard." However, sometimes we forget that it is also to "assist the Coast Guard with its public affairs and training programs." This was the first thing I learned from my role as a Flotilla Public Affairs Officer. But don't think that means just promoting your flotilla's events.

The situation below happened to me. Using the principles learned from the Auxiliary public affairs training program, allowed me to assist Coast Guard personnel with the media in a more professional manner.

Consider this scenario: STUART, Fla. - On October 27, the F/V Endeavor, a 59' supply ship was heading to Haiti through the St. Lucie Inlet when it missed the channel. The vessel was hard aground and was sinking at the intersection of the Intracoastal Waterway (the Indian River), the St. Lucie River, the Manatee Pocket and the St. Lucie Inlet. With its supplies of rice, building supplies, and drums of diesel fuel, it immediately became a hazard to navigation and a possible environmental catastrophe.

So began the first phase of a recovery operation for the Sector Miami Coast Guard units. The discharge of fuel and supplies, coupled with the tide, caused additional problems in unloading and raising the vessel. Because of the location of the mishap, a number of jurisdictions became involved in the process. The Coast Guard determined that more could be accomplished with a face to face meeting with the agencies who were involved.

The U.S. Coast Guard Sector Miami, Martin County EOC, the Martin County Sheriff's Marine Division, the Florida Fish and Wildlife Conservation Commission, and the salvage companies all were on hand at Flotilla 59 in Stuart to discuss the ongoing challenges. This small informal Joint Information Center (JIC) became the focus of the local media who were covering the accident. They stood outside the facility waiting for someone to come out.

As an Auxiliary Public Affairs officer, I assisted the Coast Guard and helped manage the upcoming interview process. Letting the press know the ground rules and providing support to the active duty is part of the PA job. The on camera interview with the Deputy Commander of Sector Miami went smoothly and the media got the story.

Bottom line is this... no interview or press conference goes by the book. But being prepared about your role as a Public Affairs Officer will portray you as a professional. While I did not comment during the press conference, I was prepared to help and support the Gold Side. Know for instance, your command messages and brief the media on your area of responsibility and flotilla. These are items you know, you are the expert. Don't forget, you will see these reporters again in the future.

We can all learn from on the job experiences, but we become better PA Officers with better training. That training makes us more valuable as part of Team Coast Guard.



Past Division Captains/Commanders Association



Award Writing

Submitted by Karen Miller,
Past Division 11 Commander



As most of the readers of the *D7 Connection* know, the District 7 Past Division Commander's/Captain's Association has initiated a program under the joint auspices of Commodore Weskerna and Terry Sweeney – President of the Association. As a reminder, read all about this service on the D7 Web Site at: <http://www.uscga-district-7.org/PDF/pastdivision/The%20Award%20Writing%20Service%20of%20the%20Past%20Division%20Captains%20and%20Commanders%20Association.pdf>. Or, go to the D7 website and select the Past Division Commanders/Captains Association on the left side navigation pane. Then, down at the bottom go to the Job Aid for Awards.

So, first, who makes up the Award Writing Team? Right now it's Elaine Clark (Flotilla Commander 11-10 for 2015 and SO-Secretary Records for Division 11 in 2016); Manny Sosa (Immediate Past Flotilla Commander 11-1, SO-Diversity for Division 11 and recipient of the Commodore Donald L. Frasch Inspirational Leadership Award in 2015);

Karen Miller (Immediate Past Division 11 Commander and SO-Publications and Member Training for Division 11).

So, what has this Team done for 2015? The program was initiated on June 1, 2015. During that seven month period the Team received 161 award requests:

77 ACLOCs - Auxiliary Commandants Letter Of Commendation, 40 AAMs - Auxiliary Achievement Medal, 22 MOMs - Medal of Operational Merit, 19 MTCs - Meritorious Team Commendations, 2 AMSMs - Auxiliary Meritorious Service Medal, and 1 ACM - Auxiliary Commendation Medal.

These awards were written for 355 members of District Seven. Many of these awards were presented at Division Meetings and Change of Watch ceremonies. The Team is anxious to start 2016 recognizing more of the District's shipmates.





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



Borinquen Auxiliary Aviators Honored at Safety Workshop

**Submitted by Robert A. Fabich, Sr.
Public Affairs Specialist III**

AGUADILLA, Puerto Rico - The Coast Guard recognized Auxiliary Aviators (AUXAIR) assigned to Air Station Borinquen (BQN) during the annual Auxiliary Aviation Safety Workshop held at BQN, November 7, 2015.

Coast Guard Lt. Crystal A. Barnett, BQN, Auxiliary liaison officer announced the awards as Capt. Patricia A. McFetridge, BQN, Commanding Officer presented the Auxiliary Medal of Operational Merit, Auxiliary Achievement Medal and the Special Operations Service Ribbon to Auxiliary pilots, crew and observers.

“We have the premier AUXAIR program in the Coast Guard Auxiliary,” said Capt. McFetridge during opening remarks. The two-day annual Aviation Safety Workshop is a time for AUXAIR, active duty Coast Guard, partners and trainees to focus on member competencies, new and innovative technology, qualification skills, equipment testing, and planning and procedures. Auxiliary aviators assigned to BQN are part of the Coast Guard Seventh District Auxiliary aviation program which includes air stations Clearwater, Miami and Savannah. Each year the air stations hold a separate required workshop within their area of responsibility.

“I am incredibly impressed,” stated Lt. Barnett as she called upon the recipients of the awards. Recipients of the Auxiliary Medal of Operational Merit were:

Mr. José G. Berrios. He was cited for outstanding operational skill and achievement while serving as Co-pilot. Upon completion of his crew’s assigned first light search pattern for two missing paddle boarders and with minimal fuel available to remain on scene, the resourceful and experienced crew determined that they had just enough fuel to fly one pass over a small island and prominent landmark that survivors might paddle towards if they were blown off shore. During their pass, Mr. Berrios spotted a person on a steep ridge, nearly invisible in the scrub brush and cacti, waving excitedly at the aircraft. The crew immediately confirmed that he was one of the two missing paddle boarders. After alerting the Coast Guard Sector to their discovery, they made several more passes around the island to plot an exact position for an inbound MH-65D helicopter and assured the survivor that help was on the way. Had it not been for Mr. Berrios’ keen eye, and the reasoning of the crew, the survivor surely would have succumbed to the elements while rescue crews searched for him ten miles to the east of where he was located. He had drifted for nearly three days without food, water and adequate shelter, before reaching the island and would most certainly have died of exposure. The second paddle boarder was never found.

A second Auxiliary Medal of Operational Merit to Mr. Berrios. He was cited for outstanding operational skill and achievement while serving as a Co-pilot while conducting a search pattern for an overdue sailing vessel. Demonstrating exceptional resourcefulness and dedication to mission, Mr. Berrios personally contacted the missing vessel’s homeport and learned the vessel was under the command of a very experienced sailor. Using his own extensive knowledge of sailing and of recent weather conditions, Mr. Berrios created an updated track-line and requested the search area be modified. An expedited search of this new track line rationed the minimal daylight remaining. Mr. Berrios’ unit was able to locate the vessel. Mr. Berrios’ outstanding maritime skills, dedication, and initiative were instrumental in the rapid location of the vessel, and saved the Coast Guard over \$100,000 by standing down an HC-130 aircraft preparing to depart from Air Station Clearwater. Mr. Berrios’ proficiency in interpreting on scene conditions combined with his own extensive nautical knowledge enabled him to make bold and concise recommendations, which drove a major tactical adjustment in the search effort.

Mr. Pedro Cortes-Gonzalez. He was cited for outstanding operational skill and achievement while serving as aerial observer. During a routine patrol, Mr. Cortes-Gonzalez observed a small rectangular object floating in the water. After Coast Guard sector requested photographs of the object, he maintained visual contact and directed the Aircraft Commander into position, ensuring the best possible imagery,



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



Borinquen Auxiliary Aviators Honored at Safety Workshop

positively identified it as bales of contraband. Sector diverted a Coast Guard cutter to the coordinates given by the Auxiliary crew, who assisted in vectoring the cutter to the position. Despite high seas and deteriorating daylight, Mr. Cortes-Gonzalez was able to maintain a visual sighting of the contraband until the Coast Guard cutter successfully recovered the bales of contraband weighing five hundred pounds.

Mr. Glauco A. Rivera. He was cited for outstanding operational skill and achievement while serving as Aircraft Commander. While conducting a routine patrol, his observer spotted a vessel in prohibited waters. Determining that the vessel was likely engaged in illegal fishing, Mr. Rivera immediately descended to obtain a better visual of the vessel. He communicated with a Coast Guard cutter providing critical information on the vessel's course and speed. Based on the information he provided, a local law enforcement vessel was able to intercept and apprehend the crew. A search of the vessel yielded an astounding 15 illegally harvested lobsters and 180 de-shelled conchs hidden onboard. Due to Mr. Rivera's sound professional judgment and flawless mission execution, the case remains one of Coast Guard AUXAIR's largest fishery seizures.

The Auxiliary Achievement Medal was awarded to Mr. Rivera. He was cited for superior performance of duty while serving as Assistant Auxiliary Aviation Coordinator for Personal Protective Equipment (PPE) at BQN. During his tenure, Mr. Rivera's inspirational leadership style and meticulous administrative skill guided analysis of equipment needs, timely procurement, and critical inspection of PPE for more than fifty Auxiliary members. Mr. Rivera created a comprehensive inventory of equipment and implemented a system of accountability based on inspection and expiration dates, which drove procurement, budgeting, and inspection schedules. He planned and coordinated the Air Station's first "Vest Fest"; a joint Active Duty and Auxiliary inspection-training event in which all AUXAIR members' survival equipment were inspected and returned to service. This resulted in one hundred percent readiness for the unit throughout the year. Anticipating future requirements, Mr. Rivera drafted a two year forward-looking budget and procured over \$30,000 of equipment in support of AUXAIR. He expertly managed safety equipment after delivery and ensured efficient distribution to facilities throughout the Air Station's area of operation, encompassing over 125,000 square miles with major airports located on three widely separated islands.

The Special Operations Service Ribbon was awarded to members for participation with Operation UNIFIED RESOLVE. Operation UNIFIED RESOLVE commenced a targeted campaign to deter, detect and disrupt illegal maritime activities in the region and is now the standing regional framework for interagency maritime operations supporting Puerto Rico and the U.S. Virgin Islands. This innovative joint operations overcame numerous barriers, greatly improved cooperation at all levels, and resulted in significant operational efficiency and a dramatic increase in effectiveness.

Additional awards recognized members for achieving levels of over 30, 100 and 250 flight hours.





Division 4

THE HELLENIC COAST GUARD



**Submitted by Mark A. Van Balen,
FSO-MT—Flotilla 48**

In September 2014, Mark Van Balen, FSO-MT who is currently deployed as a Police Advisor at Belgrade, Serbia, visited Neos Marmaras, Greece for an off-duty scuba diving trip. In between dives to a depth of 127 feet, he stopped in to say hello at the Hellenic (Greek) Coast Guard (HCG) Station, located in an office space above a frozen yogurt store.



Not quite the same as Mark's home flotilla based out of the U.S. Coast Guard (USCG) Station Ponce Inlet, New Smyrna Beach, Fla. The HCG shares similar duties as the USCG: law enforcement at sea, search and rescue, marine safety, environmental protection, fishery patrols, illegal immigration, and drug interdiction. In September 2015, the HCG seized a ship with weapons bound for conflict ridden Libya.

In peacetime, the HCG comes under the civilian control of the Greek Ministry of Shipping. In wartime, it is a paramilitary organization that can support the Hellenic Navy. The HCG operates patrol boats ranging from 18 to 180

feet, as well as cars, motorcycles, and fixed – wing aircraft. The HCG personnel at the Port of Neos Marmaras explained that with Greece's current economic difficulties, there have been vessel maintenance delays resulting in slower response times.

In September 2015, Mark visited the Greek island of Crete for another scuba diving adventure. There he stopped in to visit the HCG station at the Port of Agios Nikolaos. Europe, and Greece in particular, is currently experiencing the worst migrant crisis since World War II. Most of the migrants are escaping the conflicts in Syria, Iraq, Afghanistan, and Africa, while others seek to migrate for economic reasons.



The migrants are smuggled aboard unsafe and overloaded watercraft, by smugglers who charge large fees for their services, while sometimes abandoning the migrants at sea to evade arrest themselves. The United Nations (UN) estimates that over 442,440 have crossed the Mediterranean Sea from January 2015 through September 18, 2015. The UN anticipates that 850,000 people will cross the Mediterranean Sea this year and next. Over 2,921 have died so far while trying to do so. Dozens of people have died or gone missing in the waters off Greece but many have been rescued. There are 30,000 migrants in the Greek isles with an additional 4,000 a day arriving, and over 200,000 so far this year.



Division 4



THE HELLENIC COAST GUARD



This has created further economic and security concerns for Greece.



Earlier in September, the HCG rescued 750 migrants in a 24 hour period. Some migrants have engaged in disturbances at refugee centers, which were quelled by the HNG and

Hellenic National Police. Many have no passports or identification documents, therefore no form of positive identification to determine who they really are.

Upon leaving Greece and other entry points, the migrants begin an overland journey north hoping to settle in Sweden and Germany. There they expect to receive financial compensation to start their new lives far from their homelands. Many pass through Mark's assigned country of Serbia. Over 170,000 have done so during the past four to five months. This has strained international relationships and infrastructure, resulting in border closures by Hungary and Croatia with Serbia. There is no end in sight to this human catastrophe that Europe is struggling to deal with. The HCG continues to intercept smuggling vessels and rescue migrants on a daily basis.







Division 8



Some of what I learned in My First Year as the FSO-HR

**Submitted by Timothy Mann,
FSO-HR—Flotilla 85**

Shortly after joining my flotilla and receiving my member number last fall, I was asked to take on the job of FSO-HR. (I had casually mentioned to my Flotilla Commander that I had some personnel management experience in my past work life.) I thought at the time that this would be a good way to start actively participating in one of the flotilla's programs. Easy, a walk in the park! Little did I know that the job is far from easy and requires commitment and the understanding that flotilla membership is what the job is all about. I consider that my participation this past year in flotilla Human Resources is a work in progress where I expect improved performance in my second year on the job. The following paragraphs reflect some of what I learned this past year.

I learned the importance of accuracy and completeness in processing the membership application packet. Seeking help from others in the flotilla and reading the various how-to instructions is a must. (The Seventh Coast Guard District Auxiliary Policy Directive AD-07.4 is a good place to start.) The forms, fingerprint cards, picture processing, where to send the application packets all must be correctly and accurately completed. The importance of using up-to-date forms, fingerprint cards, getting background documents such as the DD-214 from veterans, birth certificates, passports where required, and other documents cannot be over emphasized. These days, it's taking upwards of 12 to 16 or more months for individuals to pass their P.S.I.s, getting their IQ/BQ classification, and receiving their membership cards. Obviously, membership applications held up because of errors or omissions only exacerbates the already lengthy process of enrollment.

I learned that the majority of our members are graying. We are losing them to retirement or moving on to other activities. We need to strive for adding younger members to our flotilla membership with their vitality and new approaches to doing things. However, we'll only be successful if we can provide them with meaningful activities that will integrate them with the flotilla community

I learned the value of employing mentors. This is a win-win situation; both for the experienced member willing to share those experiences and the new member who benefits from that relationship. It helps keep both individuals active and interested. Employing mentors takes time and work but well worth the effort in terms of retention and flotilla program success.

I learned the value of follow-up. The job of FSO-HR involves spending time following up on referrals. It can be a delicate balance between too little and too much "selling". It helps to keep a log, recording each call (or attempted call) so that it's easier to determine when to make another follow-up call. By keeping this log and making an entry each time contact is made, it is easier to keep track of where you are in this relationship. Is this referral really interested or not and when do I proceed to the next step? When do I "cut the cord" and break off further contact. Unfortunately, experience shows that many individuals who initially express interest in affiliating with the Auxiliary will become less interested when they learn more about the organization and the commitment required of its members. While fellowship is an important part of the Auxiliary structure it is much more than a social club. The Auxiliary is not for everyone.

I learned that there are many documents available to the FSO in administering the job. They range the gamut from administration and training to uniform procurement. The Auxiliary Manual, COMDTINST M16790.1G, which outlines policies and procedures necessary for administering Auxiliary activities, is a good starter document. It can be formidable and takes some getting used to; however, it is well organized and relatively easy to navigate. (Taking the on-line Auxiliary Procedures Course (APC) helps a lot.) Upon initial contact with a potential applicant, emailing certain documents such as the What We Do and the Member Involvement Plan pamphlets can be helpful in furthering interest in getting started with the application process. Other instructions and manuals are available to familiarize the applicant with the Auxiliary and its processes and activities.



Division 8



Some of what I learned in My First Year as the FSO-HR

I learned that it takes a while to understand relationships within the Auxiliary. For example, the chain of leadership and management, in contrast with the Coast Guard's chain of command, encourages parallel communication with other HR interests at the flotilla and division levels. One does not need to go it alone. For instance, keeping in touch with the SO-HR and other HR FSOs can be very helpful in learning of others' best practices which could be utilized in one's own flotilla. Taking advantage of other successful processes just makes good sense.

I learned that active participation in your flotilla means active learning. The Auxiliary offers almost unlimited educational opportunities in virtually every aspect of Auxiliary and Coast Guard life. This should be emphasized to prospective and new members as an essential benefit. It encourages involvement and provides the pathway to skills development, leadership opportunities, and the pursuit of other personal interests.

I learned that the FSO often receives changes and updates to instructions, procedures, and new programs. It is an important part of the job to pass this information along to all of the members. By doing so, it not only keeps everyone up to date on what's going on but also encourages active interest and participation.

Finally, I learned that this is the time of year when we are encouraged to think of setting new goals or making changes to the way we now do things. Thinking of what I might want to focus on going on for next year (yes, I have been asked to continue on as the FSO-HR of my flotilla) deals with recruiting new members and making sure that their applications are "squeaky-clean". No mistakes, no omissions. I also learned that new applicants aren't banging down our doors to get in. This means we need to use all the resources available to attract new members.

I have found the FSO-HR staff job to be both challenging and rewarding. Although I still have much to learn, I feel comfortable in my role and ready for another year.

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





Division 10



A NEW MEMBER PERSPECTIVE

**Submitted by John C. Handfield,
FSO-PA, PB, PV—Flotilla 10-11**

As a new member of the USCG Auxiliary and Flotilla 10-11, I wanted to take the time to say thanks to all of you who have provided me the opportunity to join in and feel a part of many of this year's activities. This has helped me become a new member who wants to be involved. The one thing I feel is probably the most important function of every flotilla is to make that new member a valuable asset by including them, mentoring them, even if it isn't your official mentoring assignment.

What I found when I joined, which is what every member finds out; there is a lot of information that needs to be learned and processed. There are specific requirements and procedures for completing them. To have an officer or member of the flotilla available and willing to help someone new in ordering the correct uniforms, finding out where the required courses can be found and even what are the procedures for reporting activities, is an important responsibility of every member. This is very important to the health of that new member's attitude and continued interest in the Auxiliary. To have to find them out by yourself slows up the process and, in fact, is detrimental to one's interest. At a point in life that many of us decide to join, we have all gone through lots of life's huddles, jobs, family and personal situations, etc. All of this leads to a new member deciding they don't want to go through the process and do what's involved – it seems to be too complicated or too much to do and they become inactive or worst – they decide to quit. Since this is a volunteer position, it all becomes overwhelming to many.

There are also those new members who have no real desire to become Boat Crew Certified but want to make a difference, they want to contribute and with many of the other Auxiliary missions like: CG Operational Support, CG Administrative

Support, AIM Mission, RAP Mission, Vessel Safety Checks, Public Affairs Mission, Program Partner Visits, and Public Education Missions, there are many other opportunities. We can turn this around. Together we can make every new member a valuable asset and an active, involved member. At a time when volunteerism in many organizations including the Auxiliary has been struggling to retain members, how we bring interested and potential new members in should be a priority of every flotilla.



With last month's elections completed, we need to support our flotilla leaders, assist them, and most of all, develop an understanding of what it takes to volunteer your time to lead an organization. It is not an easy task to lead a group of people who care deeply about what they do and how it supports the Coast Guard. It's also the responsibility of every officer to provide the guidance and leadership to help the integration of the new member into the flotilla. Working together as a team to meet our missions is an important skill that your leaders will be trying to make more a part of our culture. I look back on this first year as a new member and see an increased level of enthusiasm in our flotilla. I believe our desire to help improve the strength of the Flotilla is showing results. Remember, the most important person in the organization is a member, giving of their time and resources, freely and willingly. We all need to help make the new member's transition into being an integral and working member of the team.





Division 10



A NEW MEMBER PERSPECTIVE

The missions I have been able to participate in my first 10 months have included: MSUs, Helo Ops, Public Affairs, Public displays, and the Safe Boating Classes have given me new knowledge, but more importantly, have made me feel a real part of the flotilla.

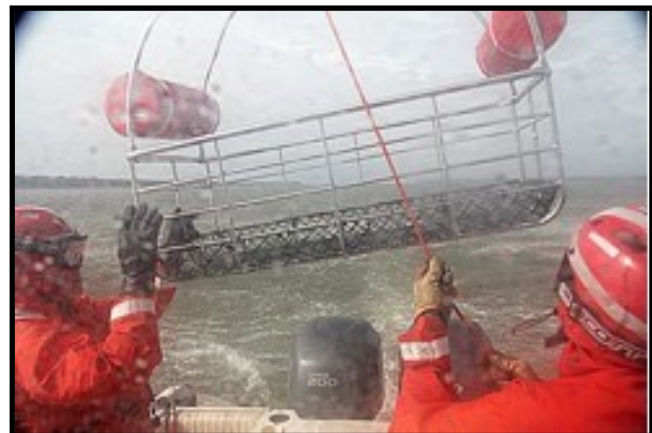
My closing thought is to remember our core values: Honor, Respect, Devotion to Duty. I suggest that we spend some of our valuable time to help those new members, be positive about what we do and what the Auxiliary is all about. When we interact with each other, we do so as if there is a new member standing next to us, listening to the way we speak to each other (or about others). If, after listening to the conversation, that new member feels inspired to volunteer more, then we are behaving as we need to. If, on the other hand, the new person wonders why they are here, feeling badly about the flavor of the exchange, we have done a disservice to them, ourselves, and the Coast Guard.



USCG—USCG Auxiliary



Helo Ops



Helo Ops—Back Deck



Buoy Found





Division 11

250,000 Hours and Counting

USCG Auxiliary

Division 11

Karen L. Miller

captklm@tampabay.rr.com

727-786-0959

Date: December 24, 2015

Members of the U.S. Coast Guard Auxiliary recently were presented with the President's Volunteer Service Award for their lifetime volunteer hours in excess of 4,000. The 32 members who earned this prestigious award contributed more than a quarter of a million hours to the missions of the Coast Guard and Coast Guard Auxiliary.

The President's Volunteer Service Award originated with President Bush who was instrumental in forming the Points of Light Foundation. In 2012 Points of Light mobilized four million volunteers in 30 million hours of service worth about \$635 million.

As of this summer, Coast Guard Auxiliary Division 11 became a Points of Light organization. There are four levels of awards: bronze (100 to 249 hours in a year); Silver (250-499 hours in a year); Gold (500+ hours in a year) and Lifetime Achievement (4,000+ hours in a lifetime).

They started this award by rewarding Division 11 shipmates for their 2014 mission hours (patrols, teaching, vessel exams, program visits, cooking for the CG, radio watchstanding, etc.). As a result, at the last two division meetings Division 11 leadership had the honor of presenting their Bronze and Silver awardees with their ribbons and medallions and letter from the president. There are 42 recipients in Division of the bronze and silver representing over 8,000 mission hours of volunteerism in 2014 for the USCG Auxiliary.

At the recent Division 11 Change of Watch ceremony, there were 32 members who have earned gold or lifetime for a total of over 250,000 hours - that's a quarter-million mission hours! Twenty of those members were present at the ceremony and got their ribbon/medallion, certificate, and letter from the president.

Coast Guard Auxiliary Division 11 extends from Madeira Beach to Hudson, including Clearwater, Dunedin, Tarpon Springs, and New Port Richey. Their missions mirror those of the Active Duty Coast Guard with the exception of law enforcement and related activities. Being stewards of the environment and assisting boaters in distress are just two of the many missions completed by the members of Division 11.



Division 11 Gold and Lifetime Award Winners: Recipients of the President's Volunteer Service Awards— Gold and Lifetime Achievement. Front Row: Joe Blevins, Karen Miller, JoRenee Kindilien, John Balazs, Commodore Weskerna, Teresa Kasper, Ed Kasper, Ann Bennett, Jim Quaile, Larry O'Brien. Second row: Peter Lore, Jesse Scott, John Nicholls, Bill Kelly, Bill Clark, Dudley Davis, Tom Loughlin, Don Hoge, Louis Miosi, Walter Murray, and Jim Ryder

Photo by Joan Jennings:



Division 17

The Keeper



"You have to go out, but you don't have to come back."

**Submitted by Louis R. Pernice,
FSO-PA—Flotilla 17-06**

This article is the first in a series that explores the history, development and transformation of maritime search & rescue operations in Brevard County Florida from the 19th Century to the era of the modern day United States Coast Guard. This narrative focuses on the long forgotten but significant contributions of its predecessors, the heroic members of the United States Life-Saving Service.

Robert Bennett, in *Sand Pounders*, pays tribute to the courage and dedication of these men and women as he recounts the legend of the Surfman's code:

The Keeper had been there before. He needed to bolster the crew. Reaching beneath his life preserver, through the front opening of his slicker, he withdrew a thin book. He held it up for his crew to see. Some say he held it upside down. The Keeper yelled above the roar of the surf and wind, "Boys, these here are the regulations. Its [sic] says here you have to go out, but you don't have to come back."



The painting depicts an artist's romanticized interpretation of a daring maritime rescue carried out by a brave Surfman of the USLSS (United States Life Saving Service.) In reality, this scene was not that far from the truth during the late 19th Century.

Barnette's *Florida's Shipwrecks*, recounts the story of a maritime casualty that sadly, had a very different outcome:

On August 25, 1880, the *City of Vera Cruz*, a wooden-hulled, brigantine-rigged steamship departed New York in route to Havana carrying 28 passengers, 49 crew members and a wide variety of freight. On August 28th, the vessel was pummeled and eventually ripped apart by a massive hurricane and sank just north of Cape Canaveral, Florida. By a miracle, 11 of the 77 on board made it safely to the beach after spending over 24 hours in the water.

But did the survivors' terrifying ordeal end there?

By stark comparison, the conditions of Florida's east coast during the late 19th century were a far cry from today's beachscape which is characterized by a plethora of lush high-rise resorts, multi-unit residential towers and crowds of bathers being served cocktails on the beach year-round. There was no Coast Guard Station, or GPS, or recreational boaters routinely navigating Florida's coastal waters to render aid. The coast was harsh and mostly uninhabited. You may as well have been washed up onto a deserted island. There was no food or water, but there were plenty of ominous creatures traversing the beach along with insects and intolerable heat. A look at census data on the Florida population during the late 19th century revealed that Florida's eastern coast, approximately 545 miles from Jacksonville to Key West, was sparsely inhabited and lacked any significant infrastructure. The 1880 Census of Dade County, for example, which stretched from the Keys to the St. Lucie River, listed only 194 people and the 1885 Census listed only 332.

So making it to shore alive was one thing, but trying to stay alive in such a harsh, inhospitable environment until help arrived could be tantamount to impossible. The crew of any shipwreck could expect very little, if any, help. Both Florida coasts contained sandbars located between 300 to 800 yards offshore. In a storm, any ship stranded on the sandbars usually went to pieces within a few hours. Few people could survive a long swim in the storm-tossed surf. Even if a few lucky souls managed somehow to reach the beach, they stood a good chance of perishing from exposure on the largely desolate shore. Survivors would be subjected to the trials of stifling heat and humidity, swarms of insects, lack of food & potable water and the risk of attack by brigands who scoured the beaches after storms looking for easy loot to plunder.



Division 17



The Keeper

According to the Coast Guard Historian's Office, as maritime trade increased, so did the demand for assistance for those wrecked near the shore. In 1848, as a result of overwhelming public outcry over maritime disasters resulting in great loss of life and property, the federal government entered the shore based lifesaving business. William A. Newell, a Congressman from New Jersey, made a "vigorous and victorious" appeal to Congress for \$10,000 to provide "surf boats, rockets, carronades and other necessary apparatus for the better preservation of life and property from shipwrecks.

Shanks writes that the concept of government-supported assistance to shipwrecked mariners from shore based stations was not unique to America, but originated in China. The Chinkiang Association for the Saving of Life was established in 1708 and was the first life-saving institution in the world.

In the United States, this concept began with volunteer lifesaving services, spearheaded by the Massachusetts Humane Society. In 1787, the foundation of maritime rescue work was laid by its volunteers who began constructing small huts and houses of refuge to provide shelter for shipwrecked mariners along the Massachusetts shore .

Brevard County and The U. S. Life-Saving Service



Seal of the U.S. Life-Saving Service.

"You have to go out, but you don't have to come back."





Division 14



Commodore Joseph E. Norman



1930 - 2015

Taken from the "Eight Bells"
Flotilla 14-8 November 2015 Issue

Photos Carolyn Strong, Vernon
O'Brien (Ret) - Flotilla 14-8

We mourn the loss of our flotilla member Joe Norman age 85, who passed away Sunday, November 1, 2015 after an extended illness.

Joe was born in Mt. Vernon, NY on July 30, 1930. He earned his Bachelor's Degree from the University of Florida.

Joe was predeceased by his wife of 57 years, Blanche S. Norman; his son, Gary E. Norman; parents, Joseph and Anna Norman; and brother, Robert Norman. Joe's wife, Blanche and brother Bob, were also members of the Coast Guard Auxiliary and Flotilla 14-8.

Joe was a member of the U.S. Marine Corp and a combat veteran of the Korean War.

Joe joined Flotilla 14-8 in 1980, serving as Flotilla Commander, Division Captain, District Commodore, National Vice Commodore Atlantic and National Rear Commodore.

Pastor Willis Kirk made a statement at Joe's funeral that summed up Joe's life. "Joe Norman was successful in pretty much everything that he did. He had a successful military career, he was successful in his marriage and family, he ran a successful electrical contracting business, and he ascended to a National rank in the Coast Guard Auxiliary that only a few men across the country have attained.

Joe's presence at Flotilla 14-8's monthly meetings gave our members insight on the operations and plans of the Coast Guard Auxiliary on District and National levels that few Auxiliarists ever get to see.

Joe's legacy in the Coast Guard Auxiliary can be seen in the stripes and stars on shoulder boards of the members that he touched and encouraged. He was a mentor by nature, and countless Auxiliary Leaders can attribute their success in the Coast Guard Auxiliary to guidance and leadership of Commodore Joseph E. Norman.



Graveside Service



Bob Strong, COMO George Jeandheur, COMO Bill Edgerton, Bill Sekeres, David Patrick, Paul Thomas, Dan Hess, Whatley Law, Paul Burns



Division 13



Soaring Like an Eagle



**Submitted by Sue Redding
DCDR Division 13**

I was fortunate to be one of five fellow Coast Guard Auxiliarists chosen to join *The Eagle* on its voyage into Key West, Florida on May 22, 2015. I will never forget that early Friday morning of Memorial Day weekend stepping on the deck of this ship rich with history and mystery. We boarded the Coast Guard Cutter at 0600 and proceeded west out of Sector Key West to where we were eventually met and transferred to the Coast Guard Rigid Hull Inflatable Boat (RHI) Boat. From there the crew carefully maneuvered at a 45 degree angle alongside of *The Eagle* and we were invited to board this legacy ship on what would become a day I will always cherish.

It sounds like a cliché to say I was totally in awe with the uniformity and precision of the crew bringing this magnificent ship to port but it left

me spellbound. Meeting the cadets and watching them work the ship to her fullest glory which included 23 sails with three helms and a crew of six to steer her steady. To master her many secrets, I witnessed firsthand the privilege to be trained aboard *The Eagle* which provided this unique and invaluable experience in seamanship, navigation, ship handling and teamwork for the Coast Guard Academy's sophomore class!

And finally to see the raising of our colors with that magnificent American flag at daybreak on Memorial Weekend, words can hardly describe what an inspiring moment it was. I felt my pride welling up and mark this day as one of my highest honors to serve my country by being a Coast Guard Auxiliarist!





Welcome



October 1 to December 31, 2015

Division 1

Cruz_Serrano, Rolando
Clubb, Michael D.
Diaz_Fuentes, Jaime
Diaz_Rodriguez, Lizaida
Gonzalez, Roberto
Rivera_Ruiz, Jose

Division 2

Distefano, Louis G.
Greene, Bruce W.
Lewis, Cooper
Luckenbach, Beverly
Maddox, Tony
Mertens, Kevin S.



Division 3

Branly, Rolando
Paige, Peter J. Jr
Thomas, Jerry D.

Division 4

Paulino, Juan

Division 5

Asencio, T_Pring
Duvall, Thomas B.
Eberhart, John W.
Gil, Carmen E.
Hucks, Michael W.
Huycke, Peter C.
Frankfort Edward
Laing, Barbara
Madison, Roger J.
Reisinger, Christopher
Tummillo, Donald
Waggoner, Kay L.

Division 6

Benson, Clifford J.
Bilbao, Erwin
Diaz, Livan
Goldstein, Jason
Hatley, Michael
Hernandez, Rodolfo S., Sr.
Packer, Howard J.
Paneca, Danilo

Division 6 Contd.

Portuguez, Jesus F.
Ramirez, Alba
Rodriguez, Javier
Segura, Michael
Trim, Pete M.
Valmonte, Ryann J.
Wander, Jeffrey C.

Division 7

Crum, Rebecca
Gehring, Eugene G.
Johnson, Sharon J.
Kline, John A.
Mills, Charles E.
Truitt, Wesley C., Jr.

Division 8

Allwood, David
Archer, Steven L.
Bushin, Howard
Chase, Gail A
Lindish, Robert
O'Brien, Matthew S.

Division 9

Crissinger, Dylan
Fatony, Pamela A.
Jewell, Raymond
Konecke, Lee
Kunkel, Gregory
Mateu, Joaquin J.
Shmihluk, Robert
Shoemaker, William A., Jr.
Thompson, Ian

Division 10

Eisenhardt, Russell
Rojas, Gilberto
Pasquale, Peter
Sneed, John H., Jr.
Taylor, Michael

Division 11

Colsant, Robert T.
Finch, Matthew A.
Gwathney, Phillip

Division 11 Contd.

Shepard, Thomas A.
Taylor, Bernadette C.
Taylor, Ralph

Division 12

Ames, Paul S.
Heibel, Donald E.
Meetze, Ronald
Miller, Carlton
Thompson, Dan E.

Division 13

Cook, Edward J.
Estes, Carla
Ihrig, Peter G.
Jaeger, Keith
Jerrils, Richard
McCool, Matthew
Sheedy, Barbara J.
Smith, Connie
Smith, Diana L.
Smith, Maxwell
Vogt, Angelika
Vogt, Paul

Division 14

Baker, Erica C.
Frostenson, Connie R.
Holmes, John J.
Leapley, Robert A., Jr
Redieck, Cristian

Division 15

Edsall, John

Division 17

Bergquist, Jack
Bolton, Karen
Caldo, Robert
Dorr, Bradley W., Sr.
Dorr, Karen L.
Hendrix, Robert R.
Seiter, Dale A.





2015 Retirees

October 1 to December 31, 2015

Department of Homeland Security

Takes pleasure in conferring to:



<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Wilson, William	65	40
Brown, Patricia	87	38
Smith, Calvert	14-2	38
Barrett, John N.	6-10	35
Floyd, Joseph	86	33
Arnold, Robert	79	31
Mc Claren, Edward	51	30
Lorenz, Jean	79	30
Lorenz, Peter	79	30
Sollitto, Daniel	43	30
Cook, Marshall	75	29
Gossinger, Gary	15-5	29
Dawson, Timothy	9-10	28
DeStefano, Dennis C.	11-10	28
DeStefano, Judy A.	11-10	28
Bokern, Joseph	12-8	27
Izzard, Margaret	14-5	27
Izzard, Robert	14-5	27
Whitesell, James D.	14-7	27
Ison, Charles	14-2	26
Bruce, William	14-1	25
Cutler, William	15-5	25
Paris, Irin	12-6	25
Van Ginhoven, Daniel	23	25
Van Ginhoven, Peggy	56	25
Caricato, Frank	95	24
Sterling, Frederick	57	24
Lesser, Joseph	95	23
Paxton, Bobbye	12-2	23
Shinder, Barbara	14-1	23



in the

United States Coast Guard Auxiliary

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



2015 Retirees



October 1 to December 31, 2015

Department of Homeland Security

Takes pleasure in conferring to:

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Bonilla, Harry	41	22
Geib, Richard	9-10	22
Hines, Duane	43	22
Reiter, Don	13-4	22
Reiter, Rollin	13-4	22
Brown, Howard	51	21
Childears, James	17-9	21
Cole, Patrick	15-8	21
Duccillo, Renado	11-1	21
Mc Graw, Norman	86	21
Walczak, Alexandra	22	21
Colander, Raymond	84	19
Curtis, Randolph	9-10	19
Dailey, Robert	69	19
Atkinson, Judith	12-2	18
Claspell, David	15-4	18
Coutant, Nancy	58	18
Durner, Anton	87	18
Hills, Robert	13-8	18
Williams, William	14-1	18
Hill, Margaret	43	17
Dunham, George	13-3	17
Long, William	14-1	17
Noder, Guenther	43	17
Scott, Darrell	23	17
Scott, Doreen	23	17
Sperry, Robert	14-1	17
Baker, Joanne	99	16
Baker, Reggie	99	16
Barchers, Frederick	9-10	16
Brown, Susan	10-2	16
Calvert, Robert	17-9	16
Coleman, Shirley	98	16



in the

United States Coast Guard Auxiliary

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



2015 Retirees

October 1 to December 31, 2015

Department of Homeland Security

Takes pleasure in conferring to:

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Febres_Jimenez, Luis	12	16
Gaw, Isabel	14-1	16
Harriott, John	12-6	16
Helkowski, Julian	34	16
Matthews, Edwin	15-5	16
Morris, Trula	15-8	16
Munro David C.	44	16
Wild Robert	11-3	16
Acevedo, Elizabeth	15-8	16
Cotter, Kimberly	22	15
Good, Thomas	13-4	15
Hendershot, David	29	15
Koeppel, Charles	15-4	15
Konold, Russell	15-2	15
Martinez, Angel	6-10	15
Menke, Klaus	15-4	15
Nason-Seddon, Dawn	17-11	16
Resen, Jeanne	51	15
Ruddock, Richard	17-9	15
Seddon, Edward J.	17-11	15
Stebner, Edward	86	15
Stout, Gail	85	15
Stout, Glenn	86	15



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

October 1 to December 31, 2015



Stanley Shaw
Division 2

*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.*



Joseph Beucher



Division 3



Donald Proscia
Division 4

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



Harvey Niblack
Division 5



Norman Jacobson
Division 8

*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.*

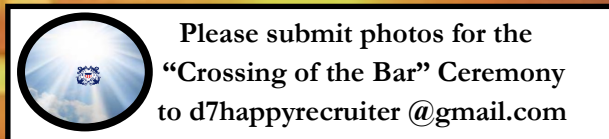
By Alfred Lord Tennyson



Louis A. Carloni



Division 9



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



Phillip Merrill
Division 9



Thomas Sellers
Division 10



John S. Curtis
Division 11



Carl Brown
Division 12



William Brown

(Ret)



Division 12



Glenn Fuller

(Ret)



Division 12

Crossing the Bar

October 1 to December 31, 2015

Virginia Gabrenas



(Ret)
Division 12

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.

John O'Farrell

(Ret)



Division 12

Rel Orrell



Division 12

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



Dorothy Galligan
Division 13



Sharon Hass
Division 13



Smith (Bill) Jordan
Division 13



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



Edward Shumpert
Division 12-6



James Sankpill
Division 13



Alexander Tannucilli
Division 13



Arnold Rembert

Division 14



Commodore Joseph Norman
Division 14



Richard Burnell
Division 17



Alejandro Hernandez
Division 17

Picture Page



Memories - 2015

Did you Know?

COAST GUARD EUROPEAN UNIT ADOPTS GRAVE OF WORLD WAR II KENTUCKY SAILOR



**Taken from U.S. Coast Guard Newsroom
U.S. Coast Guard Eighth District External Affairs
November 10, 2015 News Release**

In the eastern Belgian village of Neupré lie are the well tended graves of the Ardennes American World War II Cemetery. Walking these silent ranks of white marble in the crisp autumn air, the high number of graves without names is striking. This is because Neupré was once the location of the unit responsible for identifying, when possible, the remains of unknown soldiers, sailors, and airmen killed in the Second World War, and in doing so bringing closure to families who received a telegram that read, "Missing in Action."

One recent October afternoon, as a light rain fell on the changing autumn leaves, a group of blue-clad Americans filed into the cemetery. Members of the United States Coast Guard, the smallest branch of the U.S. military, came bearing orange, white and blue flowers to honor the memory and adopt the grave of one of their own; that of Kentucky native Apprentice Seaman (AS) Woodrow Elaman, who died in combat while serving in the Mediterranean.

In addition to many traditional responsibilities at home, the Coast Guard also participated in a wide range of combat and combat support missions during World War II. True to the service's motto, "Semper Paratus," which means "Always Ready," the Coast Guard piloted landing craft in amphibious assaults around the world, defended merchant shipping, ran navigation and weather stations, conducted search and rescue missions during combat, and manned Destroyer Escort (DE) ships which strove to defend allied vessels from air, surface, and submarine attacks. It was on one of these DEs, the USS Menges, that AS Elaman served.

Named for another Kentucky native, Ensign Herbert Hugo Menges, a naval aviator who died in combat during the attack on Pearl Harbor, the Coast Guard-crewed USS Menges served as part of Task Force 66 in the Mediterranean in early 1944. On April 20th 1944, German torpedo bombers attacked the group, and after fighting off the foe, the USS Menges and her crew rescued 119 sailors from the stricken USS Lansdale. Continuing their efforts in support of the allied landings in Italy, the USS Menges again was attacked on May 3rd 1944, this time by a German submarine they suspected was operating nearby. The U-boat fired a torpedo into the stern of the USS Menges, killing AS Elaman and many others. Refusing to abandon ship, however, the USS Menges' commanding officer, Lt. Cmdr. McCabe, directed the damage control efforts that saved the ship, and the vessel was later towed to Algeria for repairs.

Did you Know?

COAST GUARD EUROPEAN UNIT ADOPTS GRAVE OF WORLD WAR II KENTUCKY SAILOR

More than 4,000 miles from his hometown of Greenbrier, Kentucky, and 120 miles from the sea, Apprentice Seaman Woodrow Elaman, the most junior casualty of a torpedo attack killing 30 of his shipmates, was taken to the Ardennes Cemetery after his death for identification. Due to the efforts of the cemetery's identification team, his family and friends back home were given the gift of knowing where their loved-one had been laid to rest--a small but meaningful solace that so many others in the war never had.

Although over 70 years have passed since that terrible day in the Mediterranean, Woodrow Elaman has not been forgotten by his fellow 'Coasties.' The adopters of his grave are members of Coast Guard Activities Europe, based nearby in the Netherlands. Originally created to help re-establish merchant shipping in Europe at the end of the Second World War, Activities Europe conducts vessel inspections, incident investigations, and international port security engagements in Europe, Africa, and the Middle East.

Members of Activities Europe hope that by sharing this story they will reach some of his relatives to let them know the Coast Guard has not forgotten his sacrifice. The unit will participate in the cemetery's Veterans Day ceremony on November 11th, and honor this Coast Guardsman and Kentuckian who gave his life for the freedoms we still enjoy today.



*Saving Lives and Guarding the Coast Since 1790.
The United States Coast Guard -- Proud History. Powerful Future.*

Trivia



In order for Santa to visit all the homes on Christmas Eve he would have to visit 822 homes each second.



The tradition of hanging stockings comes from a Dutch custom. They would leave shoes full of food for St. Nicolas' donkeys and St. Nicholas would then leave small gifts in return.



The world's biggest snowman was 113 feet tall and was built in Maine.



The Christmas wreath is symbolic of Jesus. The red berries symbolize his blood and the holly represents the crown of thorns.

Animal Crackers are not really crackers, but cookies that were imported to the United States from England in the late 1800s. Barnum's circus-like boxes were designed with a string handle so that they could be hung on a Christmas tree.

Some scholars believe a confectioner developed candy canes to represent Jesus. The shape of the "J" was for Jesus, or the shepherd's staff. The white color symbolized purity, while the red stripes indicated blood. Peppermint is similar to hyssop, the Middle Eastern mint mentioned in the Bible



Kwanzaa is celebrated with red, black, and green. These three colors were important symbols in ancient Africa that gained new recognition through the efforts of Marcus Garvey's Black Nationalist movement. Green is for the fertile land of Africa; black is for the color of the people; and red is the for the blood that is shed in the struggle for freedom.



Celebrants decorate with red, black, and green as well as African-style textiles and art. At the heart of Kwanzaa imagery, however, are the seven symbols.

Kwanzaa, which is observed Dec. 26 through Jan. 1, is a nonreligious holiday that celebrates African-American culture. The weeklong event highlights seven principles including Nia, which is Swahili for "purpose."

The ninth candle of the Menorah is usually in the center of the Menorah and is used to light the other eight candles each night.

The candles are placed in the Menorah from right to left. They are lit from left to right.



Originally the Menorah was placed outside the front door, but today it is mostly displayed in the window. Families eat potato pancakes (latkes) and sweet, jelly-filled donuts (Sufganiyot) and other foods fried in oil during Hanukkah. This practice of frying in oil is in remembrance of the sacred oil.

Long a favorite Hanukkah toy, the dreidel once had a serious purpose. When the Syrians forbid study of the Torah, Jews who studied in secret kept spinning tops "sivovons, or dreidels" on hand. This way, if they were found studying, they could quickly pretend that they had only been playing.



Noisemaking and fireworks on New Year's eve is believed to have originated in ancient times, when noise and fire were thought to dispel evil spirits and bring good luck.



**Happy Hanukkah
Happy Kwanzaa
Merry Christmas
and a Happy New Year
To All**