

# D-7 Connection



Human Resources - Fall Issue—2016

Issue 35

Editor: Angela Pomaro

## D-Train





# **USCG Auxiliary**

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**Gil Thomas, ADSO-HR**  
**Special Projects**



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Carolina**

**Georgia**



Wendy Balelo12



Chris Poulos 10



Gary McClure 2



Rick Saunders 14



Maia Jefferson 15



Kristi Mackey 11



Sharon Breece 17



Bill Griswold 4



Judith Clapp 7



Carl Holeva 5



John De Stefano 8



Bob Sherman—3



Lou Conti 9



Margaret Winsauer -6



Claude Bullock 13



Carlos Rios\_Ruiz 1



David Richardson 16



**Puerto Rico Virgin Islands**



# "From the HR Corner"

**Submitted by: Angela Pomaro, DSO-HR**

The three Workshops held at D-Train on September 24th were well attended.

The first hour consisted of the presentation of the New Member Packets—ANSC 7001—the Provisional Membership was explained with the help of Vickie Aponte from the Director of Auxiliary's Office DIRAUX. The submission of the ANSC 7001 will remain the same.

The second presentation consisted of the Change of Membership Status—ANSC 7035/7056—with the help of Ed Duda, the issue of the disenrollment of members in AP Status who have been cleared by Security but have not taken the Mandated Training Courses. The improper submission of D7 Help Desk Change of Membership Status requests was discussed. A number of electronic workshops will be held next month for both Flotilla Commanders FC and Division Commanders DCDR Officers to help insure that all disenrollment requests be processed before the December 15th deadline.

Karen Miller presented an informative slide presentation regarding the recruitment of mentors which will be helpful in assisting the FC with the Provisional Membership Program.

Both the ANSC 7001 Procedure—9-1-16 and the Change of Membership Status (ANSC 7035/7056) have been published on the District 7 Website in the "HR Corner."



**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 Winter Issue will graciously be accepted at: [d7happyrecruiter@gmail.com](mailto:d7happyrecruiter@gmail.com)**



# "Connie's Comments"



**November 8, 1922 - September 12, 2016**

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

To those of us who knew Dorothy Kurtz, the smiling, grandmotherly WWII Coast Guard SPAR, born in Bronx, New York, she was just one of us--- a member of Team Coast Guard. But Dorothy was more than that. She was one of those people who loved her country, her family and loved everything there was about the Coast Guard. When she answered the call to Duty in 1942 to help her country defeat Nazism and Japanese Imperialism, she went to the Coast Guard and they welcomed her into their fold.

"They treated me like family...with Respect. I was just a kid of twenty and had never been away from home. The Coast Guard was wonderful to me." Kurtz could never have imagined at that young age how significant her place as a Coast Guard SPAR would affect the lives of women who came years later into the fold of the Coast Guard. She could never have imagined that a Coast Guard Cutter would be named in honor of her commanding officer, Dorothy Stratton. But it happened and Kurtz was there by invitation of the White House to witness the christening of the 418-foot Nation Security Cutter Stratton homeported in Alameda, Calif. "Oh, it was wonderful. I just had the best time. What an honor for Dorothy Stratton. It could only happen with the Coast Guard."

Through all the years from 1942, until her death on September 12, 2016, Kurtz maintained the Honor of her country and of her service to those who answered the call to Duty. She served 25 years in a Senior Service Center, assisted the Red Cross in time of emergency and acted as a Chaplin and historian for the Dolphins Women's Veterans Organization of Sarasota, Fla. And, she served proudly as a Coast Guard Auxiliarist in District 7, Flotilla 92 in North Port, Florida. Her service inspired her daughter, Barbara Szymanski to join the Auxiliary. Barbara's husband, Robert, also joined. The Coast Guard was indeed a family affair.

In death, the Coast Guard did not forget Dorothy Kurtz and her years of belief in the idea of Honor, Respect and Devotion to Duty. The Coast Guard Honor Guard and RADM Scott A. Buschman came to the Venice Memorial Gardens on September 19, 2016 to give Dorothy Kurtz a full military honor ceremony. Having known Dorothy, I know that she smiled in wonderment that the Coast Guard was and still is a part of her family. SPAR---Semper Paratus, Always Ready. Farewell Trailblazer. We will miss you. I will miss you.

*A video Oral History of Dorothy Kurtz can be seen on YouTube—Dorothy Kurtz-World War II SPAR. The video was produced by District 7 for the National Auxiliary History Department.*





# "Connie's Comments"

## Full Military Honors at Venice Memorial Gardens September 19, 2016



Coast Guard riflemen complete a 21 gun salute to WWII SPAR Dorothy E. Kurtz while the bugler begins to play taps.



VENICE, Fla.---Capt. Holly Najarian (Sector St. Petersburg commander) oversees the folding of the ceremonial flag that had covered the casket of WWII SPAR Dorothy E. Kurtz

**S—Semper**

**P—Paratus**

**A—Always**

**R—Ready**



Capt. Holly Najarian (Sector St. Petersburg Commander) presents a ceremonial flag to Barbara Szymanski, daughter of WWII CG SPAR, Dorothy E. Kurtz,



## Memories



# WHO WANTS TO BE A MENTOR?

## What is a mentor in the United States Coast Guard Auxiliary?

Mentors are more senior members with experience who assume the responsibility of providing training for another member.



Knowledge and skill transfer is an important part of the process, but the mentor also must communicate our organizational culture, policies, practices, wisdom and experience to the mentee.

A mentor is a subject matter expert, a coach and an advocate. The mentor helps the mentee learn the knowledge and skills required to be a valuable Auxiliarist.



Any member assigned to be a mentor must have impeccable integrity as they are, in a large part, responsible for the credibility of the US Coast Guard Auxiliary.

A successful mentor charts a course to a mentee's completion of their quest. The mentor is a coach, an advisor, a taskmaster, a knit-picker, a subject matter expert and often a friend.



## What's in it for you?

Typically a mentor will have a renewed enthusiasm as they assume the role of expert; Mentors obtain a greater understanding of the barriers experienced by newer members in the Auxiliary;

Mentors enhance their skills in coaching, counseling, listening, and modeling;

Mentors develop and practice leadership and demonstrate expertise and share knowledge.

## What's Expected of you as a Mentor

Your role is to guide the mentee via one-on-one sessions through an exchange of accurate information from an experienced Auxiliarist to a member wanting to be a productive Auxiliarist.



A mentor must exercise patience and understanding with your mentee as people learn at different rates and levels.



The mentor must know about the missions and programs of the Auxiliary so that all professional opportunities can be explored by the mentee.



Your mission as a mentor is to adequately identify what the mentee has as a personal objective and to ensure that the objective is fulfilled.

A mentor has to properly induct the mentee into the "corporate mentality" of the Auxiliary and the U.S. Coast Guard.



A mentor makes sure the mentee understands the behavioral standards of the Auxiliary and motivates the mentee to adhere to them.



A mentor has the responsibility to expose the mentee to all the opportunities that are available to them through the Auxiliary Member Training programs.



A mentor must impress upon the mentee the importance of their appearance when in uniform. Uniform regulations ensure professional and organizational acceptance both by fellow Auxiliarists and active-duty Coast Guard personnel.



A mentor always properly demonstrates courtesies and protocols. This includes helping the mentee learn the proper terms to ensure better communication among members.



## How do you Measure Results?

Having charted a course for a mentee's completion of their integration into a flotilla, a mentor makes periodic progress checks to measure their progress.



Has the mentee made a smooth transition into the Auxiliary?

Has the mentee identified and completed opportunities to contribute?

Has the mentee recorded hours and earned certifications?

Longer term:

- ✦ Has the member remained in the Auxiliary?
- ✦ Has the member accepted an appointed officer?
- ✦ Has the member run for an elected office?

## What do we have to do to have you sign up as a Mentor?

✦ What do you need to offer your services as a mentor?

- ✦ Certificate?
- ✦ Award?
- ✦ Challenge coin?







# WHO WANTS TO BE A MENTOR?

**Submitted by Karen Miller,  
PDCDR Division 11**

The members of District 7 apparently are really good at recruiting new applicants. Unfortunately, we don't seem to be as good in retaining these new members. We have ended the last few years with a net loss of members, despite aggressive and successful recruiting.

One of the reasons, among many, for the numerous disenrollments, especially of newer members, can be placed squarely on the lack of mentoring. Newer members are often left to fend for themselves or to be one of the many mentees of the Staff Officer for Human Resources (FSO-HR).

To counteract that situation, District 7 Human Resources has developed a PowerPoint presentation to explain what a mentor does and specifically solicits our more seasoned members to volunteer as mentors. Once this presentation has been offered to District 7 flotillas and divisions via the HR Corner on the District 7 website (<http://www.uscga-district-7.org/HRdept.html>) it is hoped that Flotilla Commanders or Human Resources officers will present it at their meetings and then sign up potential mentors.

Then, through a simple Performance Qualification Standard (PQS), online webinars, and supporting material, the District 7 Human Resources department will train these volunteers to be Coast Guard Auxiliary mentors. At completion of the mentor training, there will be formal recognition of those mentors.

**What is a mentor in the United States Coast Guard Auxiliary ?**

**What's Expected of you as a Mentor?**



**What's in it for you?**

**How do you Measure Results?**

**What do we have to do to have you sign up as a Mentor?**

# Paperwork! Paperwork!



## What's New with Mission Codes?????

Submitted by Sue Hastings, DSO-IS

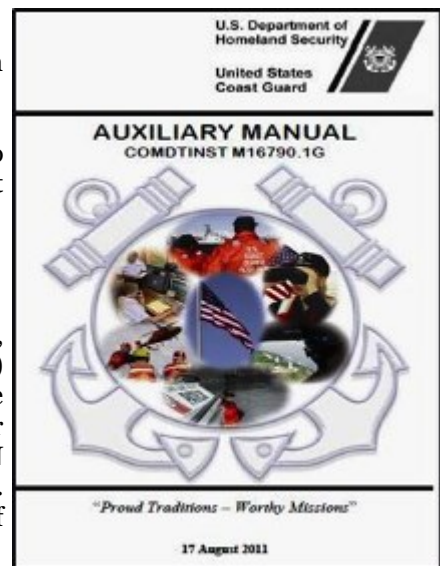
At the District 7 DTRAIN in Orlando on September 24, the IT team presented an update for Mission Code training received from the National IT Department.

The Auxiliary Manual is the guideline for missions. The IS Officers and other staff officers do not create or change policy. This function rests with the Chief Director CHDIRAUX and/or the National Board.

Missions in the Auxiliary are generally broken down into two categories: Coast Guard Support Missions and Auxiliary Support Missions.

### Coast Guard Support Missions

Only the Coast Guard Unit Commander may assign any CG unit duty, title, or responsibility to an Auxiliarist. (AUXMAN Chapter 2, B.21.C) There are many codes in this category. You can check the Instruction page on the ANSC 7030 form to get a detailed list of all the codes and their definitions. All Coast Guard Support missions have an OPCON (Operations Code) which identifies the CG unit you are supporting. Please make sure you identify the OPCON when submitting these type of missions.



The following are codes that IS officers have had the most questions:

**Code 01A** – Maritime Operations Mission (MOM). MOM patrols are by its nature multi-mission patrols. This is the most common code used for patrols.

**Code 22A** – Operations Training. There has been much confusion on use of this code. Right now it is to be used for Training patrols and is under review.

**Code 22B** – Operations Training On Shore – this code is one of the most under-utilized codes. It is for operations training done by members who are not Instructor Qualified.

**Code 07D** - is for CG support that doesn't fit into other codes. The AUXFS (Food Services) also use this code but it is only for support at CG units or cutters. Support for the Auxiliary is put on 7029 99E.

Marine Safety has numerous codes and those involved in those missions should check to make sure proper codes are used. The OPCON for MS support is generally the Sector. Code 70U is used for MS training while working on any of the multiple MS/MEP PQS's. This code should be used instead of 99D or 99C on the 7029. Also 70K is for any MS staff officer to use for their work instead of 99A on the 7029 form.

### Auxiliary Support Missions

An Auxiliarist is considered implicitly assigned to duty when performing the following missions: Public Affairs, Public Education, RBS Visits, and Vessel Exams. (AUXMAN Chapter 5, J.6).

# Paperwork!

# Paperwork!



## What's New with Mission Codes?????

In Public Affairs there are multiple codes in the 10 category. If you are working on a PA PQS you should be using Code 10G instead of 99D on the 7029 form. Code 10J Community Relations is to be used for Boat Shows, VE Blitzes, etc.

In Public Education, members need to remember that only authorized National courses/seminars can be listed as a PE course. Teaching one chapter to a group or developing a locally taught Youth course is considered PA and 10B should be used. Instructors and aides must be involved in the course to be included on the 7030. When chapter or lesson changes result in a new lead instructor, or when non-leads change, a separate 7030 form must be submitted.

Member Training has three mission codes (06A – Operations Training, 06B – Other Training, and 06C AUXSCE Training). The 7030 is only to be used by qualified Instructors and Aides. No students should be listed on this form.

Questions come up on the difference between who is a Trainee versus a Student.

A **trainee** is a member who is currently training for an instructor qualification, i.e., teaching under supervision of a qualified instructor, or when a qualified instructor is in REYR and is in the process of re-certifying. Because both the instructor and instructor trainee are teaching the class, their time is reported on a 7030 and the trainee box will be checked.

A **student** is a member who is participating in the class as a student – not involved in the instruction of the class. Because the student is receiving the instruction, their time for attending the class is reported as mission code 99D on their 7029 (except for 70U or 10G training). Exception – when a required workshop is being taught, instructors, aides and students are reported on the 7039. In D7 if you are taking the 4 Hr. TCT, however, the instructor puts in 7030 06A and students use 7029 99D for their time.

Another exception for Member Training is for Self-Attestation for the Mandated Training Courses (except ICS 100/700). The member completes the Self-Attestation form and submits to FSO-IS. The FSO-IS will enter into AUXDATA using the 06B code with the student listed as a Trainee with no Lead. This is the only time that we would put a trainee without a Lead on the 7030 form for Member Training.

RBS Visitations go on the 7046 form and Vessel Exams go on the 7038 form. There are no NON-LEADS (Aides) with these missions. Prep and Travel go on 7029 Code 99B. Only actual time of visit or exam goes on these forms. Put in only ONE Trainee per form as the Trainee should be doing the actual exam or visits to get certified or re-certified (RBS Visitors can do self-certification for re-certification). If you have multiple examiners or trainees, you need to decide who gets credit for what exams or visits and put on separate forms. One exam or visit cannot be counted by more than one LEAD/Trainee.

All members need to recognize the importance of accurately reporting your hours, submitting forms in a timely manner and asking questions on what is the proper code to use if you are not sure. Your IS officer is ready and willing to help you in this important mission.





# The Webmaster



**Submitted by David Hastings,  
DSO-CS**

There is a new communications tool for Auxiliary members to use called myCGAux. This new tool has been introduced by the AUXIT Department to enhance the member's experience and make it easier for leaders to lead and manage.

The plan is to have one delivery system for the Auxiliary with a single login and password (Member Zone using your Member ID and Password). Right now in the Auxiliary there are multiple delivery systems used including websites, newsletters, NTC, AuxDirectory, AUXDATA, AuxInfo, AUXLMS, email notifications, etc. It is difficult for a member to easily know where to go to get information or how to get into various systems. The goal of myCGAux is to eventually have these services under one umbrella. Not all the systems are currently available but new data is being added as members start to use the system. AuxDirectory, AuxInfo, and AUXDATA are currently not available in the myCGAux system.

| RBS Key Stats (Unit) | 2016 YTD | 2015 Tot |
|----------------------|----------|----------|
| Vessel Exams         | 71,670   | 121,077  |
| Program Visits       | 50,411   | 101,045  |
| Public Ed. Hrs       | 18,313   | 31,053   |
| Public Affairs Hrs   | 51,819   | 97,690   |

AuxINFO 04AUG2016 For tools to view mission performance by unit visit the [Measurements Directorate](#)

### About MyDashboard

Over time this dashboard page will be populated with more interactive content specific to you as a member and member leader. Your feedback, critiques, and ideas are critical to the success of the myCGAux effort. If there is a feature you'd like to see or a problem you

If you look at the top menu you will see you can easily access National Departments, District (websites), Communities of Interest (forums for IS, CS, RBS, and others), National Events calendar, directories, photos, etc. News and other important information will be on the top and change as information is updated.

Each unit (District/Division/Flotilla) will have a separate group where information pertaining to that group can be added. This information can be about meetings, PA events, PE classes, fellowship events, etc.



# The Webmaster



Communities of Interest will allow you to ask questions and discuss various topics with other Auxiliarists with the same interests. Also, surveys can be done. From one of the surveys the future feature that most members would find useful is to be able to enter their activity directly online.

**What's Next?**

Which of the following potential my.cgaux future features would be most useful for you?

- Entering my time/activity directly online from anywhere? 37%
- Seeing a summary of my personal activity on my dashboard? 27%
- Seeing the status of my qualifications on my dashboard? 25%
- An augmented skills bank where I can share more details about my skills and interests? 5%
- Submitting and managing my staff and unit reporting online? 6%

**Photo Gallery**

| Photo | Caption                                             | Votes   | Comments   |
|-------|-----------------------------------------------------|---------|------------|
|       | Harbor Patrol, July 2016<br>GERARD MOORE<br>3000494 | 0 Votes | 0 Comments |
|       | BS&S<br>ANGEL URBINA 1235626                        | 0 Votes | 0 Comments |
|       | Joe Cotton<br>JOSEPH COTTON<br>1221343              | 0 Votes | 0 Comments |
|       | Joe and Dina<br>JOSEPH COTTON<br>1221343            | 0 Votes | 0 Comments |
|       | Joe<br>JOSEPH COTTON<br>1221343                     | 0 Votes | 0 Comments |

How do you log into this new system: First time the easiest way is to go to the District 7 website and click on Information Directorate on the top menu. On the Left menu go down to myCGAux, click and then go to the bottom of screen and click login. You will be asked for your Member Zone Login and Password. Once logged in, save as a favorite.

I hope you will become familiar with this new tool and it will enhance your experience as an Auxiliarist.

# News From Otto's World



**RELIABLE AND TREMENDOUS**

**Submitted by Otto Spielbichler, Flotilla 54**

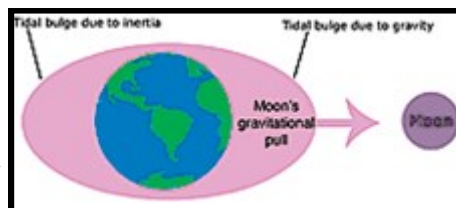
My boat sits on a lift at the shallow end of a man-made canal that connects to the Intracoastal Waterway. The time and height of low tide is important when I use the boat for either Coast Guard Auxiliary activities or for recreation. For years, I have been using the newspaper or on-line weather sites to find favorable tides. Beyond knowing that moon and sun influence tide heights, I didn't wonder how they affected tides or why tide heights could be predicted years in advance. So I did a search on my computer and found a lot of information. One site, the National Ocean and Atmospheric Administration's (NOAA's) National Ocean Service (NOS) contained a tutorial at [http://oceanservice.noaa.gov/education/kits/tides/lessons/tides\\_tutorial.pdf](http://oceanservice.noaa.gov/education/kits/tides/lessons/tides_tutorial.pdf) that included simplified information on why the moon and sun affect waters that cover over seventy percent of the earth's surface and why they are so predictable. The first sentence in the NOS tutorial on tides begins, "Tides are one of the most reliable phenomena in the world... we are confident that the ocean's water will rise and fall and...it is important...to understand how they work." I wanted to learn why and began to read the tutorial.

## **THE MOON AND SUN INFLUENCE TIDES**

The tremendous force that affects tides is gravity. The moon's gravity has a greater affect on the tides even though it is smaller and has less (size) mass than that of sun. The sun is 390 times farther from the earth than the moon. As a result, the moon's gravitational generating force is about twice that of the sun and exerts the greater influence on tides.

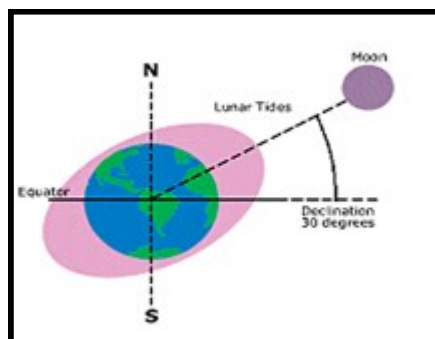
### **TIDAL BULGES**

The gravitational force of the moon is strongest on the side of the Earth that is facing the moon. Water on the earth's side is pulled toward the moon resulting in a bulge. A bulge forms on the opposite side of the earth because inertia "exceeds the force of gravity and the water tries to keep going in a straight line moving away from the earth and forms (another) bulge. Because water is fluid, the two bulges stay aligned with the moon as the Earth rotates."



### **DECLINATION**

"As the moon revolves around the earth, its angle increases and decreases relative to the equator. The angle determines the declination" or location of the bulges relative to the equator. The results are predictable changes in the heights of tides as the declination changes from north to south. The sun simultaneously exerts its effects on tides as well as the seasons. The Vernal and Autumnal equinoxes occur on March 21 and September 23 when the sun is at a minimal declination. Higher tides occur near the equator but are barely noticeable. The summer solstice is June 21 and the winter solstice is December 22. Tide heights north and south of the equator are noticeably affected by these events.



### **FREQUENCY OF TIDES**

The moon and earth rotate in the same direction. With few exceptions, most coastal areas experience two tides a day but at different times each day. The solar day is 24 hours long. It takes 24 hours for the earth to rotate from one point until it reaches that same point a second time. The lunar day is 24 hours and 50 minutes long. "Because the earth rotates through two tidal bulges each lunar day, coastal areas experience two high and two low tides every 24 hours and 50 minutes. High tides occur 12 hours and 25 minutes apart. It takes six hours and 12.5 minutes for the water at the shore to go from high to low or low to high." Thus, high and low tides occur 12 hours and 25 minutes later each day at predictable intervals.



# News From Otto's World



## OTHER FACTORS AFFECTING TIDES

Tide heights vary greatly in many places around the world. The shape of the coastal shore is one reason why. For example, the shape of Canada's Bay of Fundy is wide at its mouth and narrows as it proceeds inland. The narrowing shape creates a 40 -foot tide, the highest in the world. The Petitcodiac River is one of the rivers located at the head of the Bay of Fundy. At low tide, tourist watch as a tidal wave or bore advances toward vessels anchored that are hard aground but floating in several feet of water seconds after the bore passes. On the other hand, rivers like the Delaware and Columbia, are strong tidal rivers and mask the incoming high tide.

The earth's oblate spheroid (round but flattened at each pole) shape affects tide heights. The huge volume of water at the equator diminishes the effect of gravity so tides are hardly noticed. To the north and south of the equator a lesser volume of water and the location of continents increases the changes in tide heights.

Winds also affect tides. Strong off shore winds move water away from a coast creating a lower high or low tide. Powerful on shore winds can have an opposite effect on tides. High pressure systems measurably depress sea levels and also affect tide heights. Low pressure systems allow tide levels to rise above predicted levels.

## MEASURING TIDE HEIGHT

For years' tides have been measured by floats in a Stilling well. The typical Stilling well consists of a 12 -inch-wide pipe to calm the effects of water surrounding the pipe. Inside the well an 8-inch diameter float hung by a wire is attached to a measuring device that records tide height at six minute intervals. Measurements are collected on a regular schedule. Modern devices driven by microprocessors use sounding tubes that record data every few seconds along with eleven different oceanographic and meteorological parameters including wind speed and direction, water current speed and direction, air and water temperature and barometric pressure. The information is transmitted every six minutes to field stations and in some cases to a website accessible by anyone with a computer.

Knowledge about tide reliability and its tremendous effect on continents is not only valuable to marine interests but valuable to a variety of non-marine interests as well. Scientists and biologist also use the information to study the movement of fish populations, marine planktons and nutrients and more recently, the growth and movement of marine algae in local waters. Because NOAA's National Ocean Services and similar organizations in other nations around the world collect thousands of historical and real time observations as well as predictions of tides and other data, maritime activities including recreational boating, commercial fishing, shipping companies and tourist travel on commercial vessels is safer for all concerned. Thanks to information supplied by the NOAA's National Ocean Service accurate predictions of the time and height of tides in my location, I can confidently plan not only my marine activities but understand why the tides work the way they do.





# Division 2



**COMO Bolling Douglas**

**Submitted by Bill Griswold,  
SO-HR, DSO-SLO7**

**Photo taken from “Lakeside  
on Lanier”**

Commodore Bolling Fortson Douglas passed away on August 3, 2016 at age 90 at Cannon Wood Village in Tiger, GA. She was born on July 7, 1926 to a life on the water. Bolling was a remarkable woman, who lived her years to the fullest, accomplishing many firsts as a woman in the marine industry.

Commodore Bolling grew up on the St John's River in Jacksonville FL. She married Allen H. Douglas in 1948. She bought the first family boat in 1955, and spent that summer in a mechanic's garage learning about engines so that she could maintain her own boats. Always fearlessly independent, as a young mother she sailed solo from Augusta to Savannah on an 8-foot dinghy that she and her husband built from a Sears Roebuck kit. She completed the weeklong journey equipped only with her sail, oars, and supplies. She later trained in celestial navigation and became a licensed boat captain. At age 50, she also became a private airplane pilot.

Moving to Atlanta in 1962, the family spent every available moment afloat on Lake Lanier. The family owned a Chinese junk that was a fixture on the lake in the 1960s and 1970s. Commodore Bolling spent her last years of independent living on *Last Dance*, her houseboat on Lake Lanier at University Yacht Club.

Commodore Bolling accomplished much in the male dominated marine industry. She had her own marine survey business, and in 1975 was the first female accredited by the National Association of Marine Surveyors. She often served as an expert witness in court. As a member of the American Boat and Yacht Council (ABYC), she influenced boat manufacturing by recommending stricter technical and safety standards. She served on the ABYC Technical Board and countless technical project committees, was a past Chair of the ABYC Board of Directors, a past Chair of the ABYC Foundation, the 1992 winner of the James Lippmann Award, and the 1999 winner of the ABYC Bunzl Boating Safety Award.

She also played an important role in the 1996 Atlanta Summer Olympics sailing venue in Savannah as the senior marine safety expert. Unique to the event but no surprise to those who knew her, there were no marine accidents or personal injuries during those games.

Commodore Bolling had a long and rewarding career as a volunteer in the U.S. Coast Guard Auxiliary. In 1979, she was the first female elected as district commodore, Seventh Coast Guard District Auxiliary. Shortly after she was elected district commodore, she assisted with the deployment of Auxiliary personnel and assets in 'Operation Key Ring' as part of the 1980 Cuban Refugee Sealift. In 1978, Commodore Bolling and her crew were awarded the U. S. Coast Guard Auxiliary Plaque of Merit for pulling a burning boat away from the University Yacht Club fuel dock and releasing it only minutes before it exploded. In 1984, Commodore Bolling became the first female Auxiliary Qualification Examiner. During more than two decades, she traveled throughout District 7 and successfully trained and qualified hundreds of boat crew and coxswain candidates. Taught by her father that “service was a proud journey”, she exemplified that belief throughout her life.



# Division 4



## Annual Performance Award

**Submitted by Bill Sorrentino,  
PDCDR;DAA-S, Chief of Security**

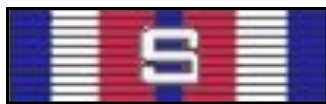
Recently, a member of District 7 submitted a D7 Help Desk ticket requesting information on whether or not a “V” is supposed to be worn on the Annual Auxiliary Service Performance Award for VE/RBSPV. The answer is no.

The three of the four annual service performance awards: Recruiting, PE and OPS are always worn with the metal attachments S-E-O respectively. The reason is to distinguish the current service awards from the previous AMOS awards. The current PE service award is also issued for member training hours. The VE/RSVP award does not get the “V” – this was changed with the latest annotated Auxiliary Manual, June 2014. The correction comment [CG-BSX-1:417] specifically states: ... the Auxiliary VE/RBSPV Service Award uses the discontinued AMOS VE ribbon without a device ... (Page 11-10).

Back in the 70's and early 80's, we had what was called AMOS awards. AMOS stands for “Auxiliary Management Objective System.” To earn the award, the flotilla commander would set a goal for the entire flotilla. In addition, each member had to set their own goal. In order to wear the respective AMOS ribbon, both the flotilla and member had to reach their set goal. If the flotilla met its goal, the flotilla would receive the award. Individual members who had not reached their goal would not be issued the ribbon.

The AMOS awards were preceded by the GAP award. GAP stands for “Goal Achievement Program.” Under GAP, the flotilla commander would set a goal. If that goal was met, all members of the flotilla would be issued the award, including those members who did not participate. That program was eliminated in favor of AMOS. After several years, AMOS was eliminated as well. Older members are still permitted to wear the AMOS ribbons without the device, provided the ribbon is still in good condition. If a member has both the AMOS and the Annual Auxiliary Service Performance, the AMOS award is removed.

Regarding additional awards for Annual Auxiliary Service Performance, the AUXMAN has conflicting information as to which size star to wear: 3/16 or 5/16. The picture page in the manual indicates a 5/16 star. However, the written description in AUXMAN clearly states the 3/16 size star is to be worn on each subsequent Annual Auxiliary Service Performance Award.



**The Auxiliary Recruiting Service Award**



**Auxiliary Vessel Examination and RBS Visitation  
Program Service Performance Award**



**Auxiliary Public Education Service Award**



**AUX OPS Service Performance Award Ribbon**





# Division 10

Auxiliarist William S. Cutler



**Submitted by Jack Grumet, DCDR  
Division 10**

Robert Cutler, joined the USCG in WWII, 1945, rising to the rank of Chief Boatswains mate. He then went to OCS at the USCG Academy and rose to the rank of Lieutenant Commander. One of his last assignments during his 27 year career, was Commanding Officer, Group Savannah, which includes the Current MSU Savannah and Air Station Savannah and several small boat stations. Commander Cutler retired in 1967 and became an integral part of the maritime community, including Port Superintendent, US Lines. He joined the USCG Auxiliary in 1975.

To recap, Bob Cutler has been in the USCG, Savannah Maritime community and the USCG Auxiliary for 71 of his 88 years. Bravo Zulu!

Jack Grumet, DCDR

Division 10



Auxiliarist Cutler joined the United States Coast Guard in 1945

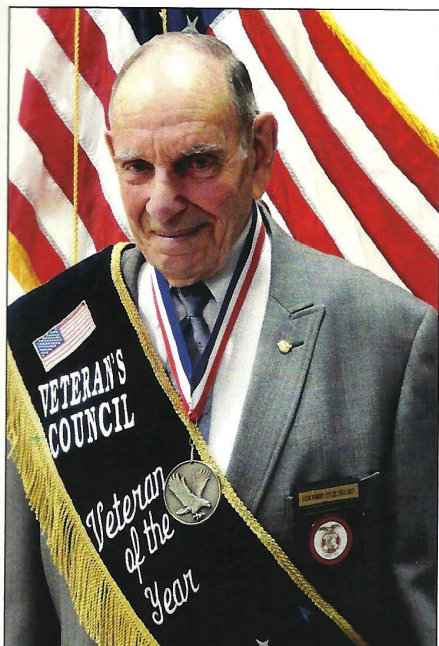


LCDR Robert S. Cutler, Chief Communications Branch in 1966



# Division 10

Auxiliarist William S. Cutler



**ROBERT S. (BOB) CUTLER**

**LCDR, UNITED STATES COAST GUARD, RETIRED**

**2013-2014**

**VETERAN OF THE YEAR**

**VETERANS COUNCIL OF CHATHAM COUNTY**

Commander Cutler began his service to his Country by enlisting in the Coast Guard upon reaching his 17th Birthday. In 1945, he joined over 241,000 other members serving as infantry landing craft coxswains, gun crew members on merchant marine vessels, anti-submarine patrol cutter crewmen, and beach and harbor security seamen on foreign and domestic shores. After the war, Cutler chose to remain in the Service dedicating his life to the Coast Guard mission of saving lives. As an enlisted man and later as an officer he served on a total of 9 ships. His shore duty included service in 5 units in various capacities. His final assignment was Commander, Coast Guard Group – Savannah with a dual title of Captain of the Port. In this latter position he was responsible for the safe transit of all ships entering and leaving the Port. When he retired from active duty he had served his Nation for 27 years in war and peace, from basic enlisted seaman to lieutenant commander he rose through the ranks of an extremely small military service where excellence is demanded on a daily basis by being outstanding in every way.

As a citizen veteran, he continued his devotion to lifesaving by becoming active in the Coast Guard's major search and rescue back up organization – the Coast Guard Auxiliary. He served in various command and staff positions to include Captain Commanding, Division 10; Commander, Savannah Flotilla 10-1; and Commander, Savannah Flotilla 10-2. He was involved in this distinguished, unheralded organization for 29 years.

As a veteran, he continues his service to his fellow veterans by his active participation in organizations that represent the continuing fight to preserve our veterans' security and welfare. He is a life member of American Legion Post 184 and Veterans of Foreign Wars Posts 4394 (parliamentarian), 660, and 8843. As a member of the Savannah Area Military Officers Association, he chaired various committees, spent a number of years as the legislative liaison officer, and later served as president. He was past commander, Savannah Chapter, Military Order of the World Wars; past president, Georgia Military Officers Association of America; member of the Navy League and Veterans Council.

Commander Cutler in peace and War has more than amply dedicated his life to leading, supporting, and assisting his fellow veterans. He is one of the last of the "Greatest Generation" and epitomizes the Roman warrior spirit:

*UT PROSIM (That I May Serve).*





# Division 11



## Don Hoge Earns Second Auxiliary Meritorious Service Medal



Submitted Karen L. Miller, SO-PB11

Don Hoge, from Flotilla 11-10 Dunedin, recently did it again! He earned one of the top Auxiliary awards – The Auxiliary Meritorious Service Medal for the second time in two years. Only 65 Auxiliary Meritorious Service Medals have been awarded in District 7 and this is Hoge's second such award. The award was initiated by the Commanding Officer of Air Station Clearwater and was presented at an all-hands meeting at the Air Station Annex attended by hundreds of active duty and Auxiliary members as well as many family members.

He was specifically cited for his actions in 2010 when the earthquake devastated Haiti. Hoge volunteered 115 hours over the course of 10 days to help coordinate the delivery of approximately 500,000 pounds of relief supplies and the evacuation of 1,300 Haitians. During that exhausting 10 days, he displayed extraordinary compassion when Air Station Clearwater ran out of relief supplies by using his personal funds to purchase critical survival items and coordinating their delivery via the Air Station's C-130's.

Hoge was Auxiliary Unit Coordinator for Air Station Clearwater for 11 years and was Auxiliary Sector Coordinator for Sector St. Petersburg for eleven years. During that time, November 2006 to June 2016, he is credited with overseeing the efforts and training that led to over 30,000 search and rescue hours which resulted in 89 lives saved and 1,400 people assisted.

Hoge was also cited for his role as a team member in the 2007 International Search and Rescue Competition (ISAR) that for the first time ever beat the Canadians and brought the trophy to Clearwater to reside permanently at Coast Guard Station Sand Key. After that win the ISAR competition was discontinued.

Auxiliarist Hoge has almost 26,000 hours of volunteer service to the United States Coast Guard and Coast Guard Auxiliary and was also the recipient in 2015 of the President's Volunteer Service Award for Lifetime Achievement. The members of Division 11 are so very proud to call him shipmate.



Captain Edward W. Sandlin, USCG Captain Air Station Clearwater pinning on MSM medal on Don Hoge - Photo by Joe Perez, 11-1



Captain Edward W. Sandlin, USCG Captain Air Station Clearwater and Don Hoge, 11-10 with MSM—Photo by Walter Murray, 11-10





# Division 15



**Achievement, a Proud Family Tradition**



**Submitted by Robert A. Fabich,  
Sr., ADSO-AVP**

TACOMA, Washington – Active duty and Auxiliary Coast Guard attended the graduation of Captain Robert A. Fabich, Jr., AN, United States Army, who received his United States Army Graduate Program in Anesthesia Nursing (USAGPAN) Doctorate degree on June 17, 2016. Colonel Michael L. Place, Commander of the Madigan Army Medical Center in Tacoma, Washington, presided over the graduating Class of 2016.

Addressing the assembly of graduates, faculty, staff, family and friends, Colonel Place explained that with the changing healthcare arena, it is critical to have Army nursing personnel receive Doctorate degrees to provide crucial care access to our active duty, dependents and veteran members. The Army is on the forefront of changing military nursing program requirements from a Masters to a Doctorate degree. The six graduates join a force of five who have completed the three-year USAGPAN program and achieved a Doctorate degree in Nursing Practice from Northeastern University, Boston. The *U.S. News and World Report's* list the USAGPAN affiliated with Northeastern University in the top 10 for "Best Graduate Nursing Anesthesia Programs." The graduates now serve as Army Staff Anesthetists.

During the Commencement Address, Major Thomas B. Clark, Jr., CRNA, Department of Anesthesia and Operative Services, Madigan Army Medical Center said "You are now USAGPAN Army CRNAs and card carrying members of the elite Expeditionary Corps of Surgical Caravan. You belong to the elite Corps of people who directly influence the health and recovery of American service members harmed in combat. You belong to a medical specialty extending back to the bloody surgical tables of Antietam and Gettysburg. I encourage you to respect the past you now join and to anticipate the necessary innovations and investments required to extend our noble practice of deployable anesthesia into the distant future." Offering the following bequeathment to Captain Fabich, Major Clark stated, "Today you're jumping out of the back of another buggy. The corps and the ANC need you to build relationships and advocate for the immense value of sophisticated clinical competence. You are an excellent prosecutor of ideas. Make our corps better. You are uniquely gifted to accomplish this. I challenge you to see this through." Captain Fabich was awarded the Army Achievement Medal for his leadership throughout the USAGPAN program.



# Division 15



## Achievement, a Proud Family Tradition

During the USAGPAN program, Captain Fabich completed his clinical requirements at Harborview Medical Center, WA, University of Washington Medical Center, WA, Veterans Affairs Puget Sound Healthcare System, WA and the Southern Arizona Veterans Affairs Healthcare System, AZ. He was a speaker at the State of Washington Medical Convention, National Medical Convention, and the World Congress of Anesthetists in Glasgow, Scotland. He is also the coauthor of "Comparison of Resuscitative Protocols for Bupropion Overdose Using Lipid Emulsion in a Swine Model" published in *Military Medicine*, Association of Military Surgeons of the U.S. Captain Fabich is currently stationed at Dwight D. Eisenhower Army Medical Center, Fort Gordon, GA.

In attendance at the ceremony was Chief Warrant Officer, Brian Hennessy, United States Coast Guard Sector Puget Sound, Marine Investigator, and Robert A. Fabich, Sr., USCG Auxiliary 15-1 Crystal River, Florida.



Colonel Michael L. Place, (center) Commander, Madigan Army Medical Center in Tacoma, Washington, presents Captain Robert A. Fabich, Jr., AN, United States Army, the United States Army Graduate Program in Anesthesia Nursing Doctorate degree on June 17, 2016. U.S. Coast Guard Auxiliary photo by Robert A. Fabich, Sr.



Chief Warrant Officer, Brian Hennessy, United States Coast Guard Sector Puget Sound, Marine Investigator, (left) and Captain Robert A. Fabich, Jr., AN, United States Army, pause for a photo during the United States Army Graduate Program in Anesthesia Nursing graduation ceremony held June 17, 2016 at the Madigan Army Medical Center, Tacoma, WA. U.S. Coast Guard Auxiliary photo by Robert A. Fabich, Sr.



Captain Robert A. Fabich, Jr., AN, United States Army, (left) and Robert A. Fabich, Sr. U.S. Coast Guard Auxiliary Flotilla 15-1 pause for a photo during the United States Army Graduate Program in Anesthesia Nursing graduation ceremony held June 17, 2016. Mr. Fabich is the father of Captain Fabich. U.S. Coast Guard photo by CWO Brian Hennessy



# From the Gold Side



## Rear Admiral Scott A. Buschman

Commander, Seventh Coast Guard District

U.S. Coast Guard

**Submitted by DIRAUX Staff**



Rear Admiral Buschman serves as Commander of the Seventh Coast Guard District headquartered in Miami, Florida. As District Commander, he is responsible for all Coast Guard operations in the Southeast United States and the Caribbean Basin including Florida, Georgia, South Carolina, Puerto Rico and the U.S. Virgin Islands. The Seventh District encompasses an area of 1.8 million square miles and shares operational borders with 34 Foreign Nations and Territories.

Rear Admiral Buschman previously served as Commander, Force Readiness Command from 2013 to 2015. He was responsible for optimizing human performance throughout the Coast Guard's workforce and enhancing mission execution. From 2012 to 2013, he served as Executive Assistant to the Deputy Commandant for Operations from 2012 to 2013, and as the Coast Guard's Deputy Assistant Commandant for Capability from 2011-2012. From 2009-2011, he served as the Coast Guard Seventh District's Chief of Staff; the Seventh District is responsible for all operations in the Southeast U.S. and the Caribbean Basin including Florida, Georgia, South Carolina, Puerto Rico, the U.S. Virgin Islands and over 15,000 miles of coastline. From 2006-2009, Rear Admiral Buschman commanded Coast Guard Sector Key West, FL.

Rear Admiral Buschman is a Cutterman and started his career afloat as a Deck Watch Officer aboard USCGC SHERMAN, homeported in Alameda, CA. Other afloat assignments include Navigation Officer in USCGC ESCANABA, Boston, MA and Commanding Officer, USCGC VASHON, homeported in Roosevelt Roads, Puerto Rico. He also served as the Deputy Commander of Coast Guard Group Key West, FL. Staff assignments include Liaison Officer to the U.S. Department of State; Chief of the Congressional Hearings Section; Program Reviewer in the Coast Guard Headquarters Office of Programs; and Deputy Chief of the Office of Budget and Programs.

Rear Admiral Buschman holds a Bachelor of Science degree in Civil Engineering from the U.S. Coast Guard Academy; a Masters of Public Administration from The George Washington University; and a Masters of Business Administration from the Massachusetts Institute of Technology as part of the Sloan Fellows Program. He is originally from Peterborough, New Hampshire, and received his commission in 1984 after graduating from the United States Coast Guard Academy. He and his wife, Kim, have two sons, Garrett and Andrew.

Rear Admiral Buschman's personal awards include four Legions of Merit, five Meritorious Service Medals, three Coast Guard Commendation medals, the Transportation 9/11 Medal the Coast Guard Achievement Medal, and the Commandant's Letter of Commendation as well as various service and unit awards.





# From the Gold Side



## Captain Austin Gould

Chief of Staff, Seventh Coast Guard District

U.S. Coast Guard

**Submitted by DIRAUX Staff**



Captain Gould became the Coast Guard Seventh District Chief of Staff in May 2016, responsible for oversight of Coast Guard operations and in the Southeastern United States and Caribbean and the leadership of a combined active duty, reserve, civilian and volunteer workforce of 10,000 people. Prior to his current assignment, Captain Gould served as the Commander of Coast Guard Sector Miami. As the Sector Commander, he was directly responsible for Search and Rescue, Law Enforcement, and Pollution Response missions throughout the dynamic Southeast Florida region. He also served as the Captain of the Port for four ports, including two of the largest cruise ship ports in the world, Miami and Port Everglades.

His first assignment in 1988 was as a Deck Watch Officer aboard USCGC VIGOROUS (WMEC 627). His career changed course when he was assigned as the Commanding Officer of Coast Guard Station New York in 1993. This ashore command later resulted in his assignment as the Surface Operations Officer at Group-Air-Station Atlantic City from 2001 to 2003. He continued his service as the Boat Forces Platform Manager (CG-731) from 2003 to 2007, where he was responsible for the procurement, standardization, and maintenance of the Coast Guard's fleet of approximately 2,000 boats. CAPT Gould served as the Deputy Sector Commander at Coast Guard Sector Baltimore from May 2007 to May 2009, and prior to assignment as Sector Commander of Coast Guard Sector Miami, he was assigned to the Research, Development, Test and Evaluation (RDT&E) Program Manager at Coast Guard Headquarters from 2009 through 2013.

Captain Gould's other administrative assignments include the Assistant Director of Auxiliary, First District, Southern Region, on Governors Island, New York, from 1990 to 1993. He also served as the Business Manager for the 47-Foot Motor Lifeboat Procurement project from 1996 to 1998 and as the Coast Guard's Governmental Affairs Liaison for the Coast Guard Congressional Affairs Staff from 1998 to 2001. During the 2010 Deepwater Horizon Spill of National Significance in the Gulf of Mexico, he served on the National Incident Command staff in Washington, DC.

Captain Gould is a 1988 graduate of the United States Coast Guard Academy, graduating with a Bachelor of Science degree in Government. In 1996, he earned a Master of Business Administration degree in Finance with an International Business co-major from the Stern School of Business at New York University. In 2011, he earned his Acquisition Level III Program Manager Certification from the Department of Homeland Security.

Captain Gould's personal military awards include five Coast Guard Meritorious Service Medals, four Coast Guard Commendation medals, the Department of Transportation 9-11 Medal, the Coast Guard Achievement Medal, and the Coast Guard Letter of Commendation.

Captain Gould is a native of New Fairfield, Connecticut, and the son of Kathleen Gould and the late Austin Gould. He is married to Kathryn Dunbar, Commander, U.S. Coast Guard (Ret.) of Columbia, South Carolina. They have four children: Grace, Ella, Austin III, and Harriet.



# From the Gold Side



## Captain Ladonn Allen

Chief of Prevention, Seventh Coast Guard District

U.S. Coast Guard

**Submitted by DIRAUX Staff**



Captain Allen has spent over 23 years as an active duty officer in the U.S. Coast Guard with a Marine Safety and Security career path. She has conducted operations ashore at Sector Miami, Sector Mobile, Sector Upper Mississippi River in St. Louis, MO and Sector Jacksonville. Captain Allen's staff assignments include the Seventh Coast Guard District in Miami, FL, Training Center Yorktown, Yorktown, VA, where she was the Contingency Preparedness and Response Management School Chief, a joint billet at the U.S. Northern Command in Colorado Springs, CO, where she was the Field Grade Officer (FGO) of the Quarter for NORAD and U.S. Northern Command (N-NC) and FGO of the Year for the N-NC Training and Exercise Directorate. CAPT Allen is a National Incident Management System (NIMS) Incident Command System (ICS) lead instructor for the Coast Guard. She is currently stationed at the USCG Seventh District as the Prevention Chief where she leads and promotes consistency in Prevention field operations for twenty-one

shipping ports, thirty-four Caribbean nations, and the world's three largest cruise ports for 7 COTP/OCMI's & 3 Air Stations.

Captain Allen is a 1991 Graduate of the University of West Florida at Pensacola, FL, has earned a Master's degree with honors in Homeland Security from American Military University, has attended Navy War College Joint Professional Military Education and holds an Executive Leadership Certificate from University of North Florida. Captain Allen is an Officer Candidate School graduate. She is from Shalimar, FL and currently resides in Miami, Florida. Captain Allen's military awards include the Defense Meritorious Service Medal, Coast Guard Meritorious Service Medal, four Coast Guard Commendation Medals, Global War on Terrorism Service Medal, three Coast Guard Achievement Medals, three Commandant Letters of Commendation and numerous unit and service awards.

Captain Allen's husband, Steve, is a retired officer from the U.S. Air Force, and she has an eleven year-old daughter in the sixth grade, Maria Skye.





# Welcome



July 1, 2016 to September 30, 2016

## Division 1

Mato\_Apohn, Karelys  
Medina\_Flores, Kevin

## Division 2

Huntoon, Steven W.

## Division 3

Ader, Michael  
Cullen, James G.  
Gelbart, Irving  
Magney, Herbert C

## Division 4

Sussenberger, Jill D.

## Division 5

Croteau, Michael G.  
Fortier, Russell N.  
Frazier, Carl E.  
Kaiser, Tammy K.  
Parthemore, Jay A.  
Thompson, Keith C.  
Wolfe, Heather

## Division 6

Burgess, Derrick  
Hodges, Jennifer  
Onate, Ingrid R.  
Romero, Julio M.  
Singleton, Frank

## Division 7

Conant, Ronald H.  
Hansen, Susan  
Ramos, Micah  
Richardson, Martin E., Jr.  
Pliner, David E.

## Division 8

Foster, Helen  
Lottes, John J.  
Mohammed, Jameel J.

## Division 9

Biddick, Craig M.  
Chikarmane, Ajit M.  
Collins, Troy D.  
Harrington, Scott W.  
Lopresti, Nicholas A.  
Martin, Timothy J.  
Nattinger, Joshua A.  
Ringham, Lula A.  
Saberton, Mark A.  
Salituri, Jeffrey R.  
Saltenberger, Patricia  
Trojanowski, Douglas E.  
Warder, Ira T.

## Division 10

Brennen, Robert E.  
Centeno, Susan M.  
Maddox, Steven W.  
Ratliff, Mary

## Division 11

Bitzas, Dimitrios  
Bonnema, Bryan  
Burns, Chad  
Burns, Jennifer A.  
Gilroy, Isabel A.  
Lockwood, Roy A.  
Rajaram, Kiran  
Young, Jeffrey A.

## Division 12

Carle, Michael G.  
Feliciano, Nicholas  
Georget, Luc M.  
Knuth, Carl K.  
Morgan, Scott D.  
Scaglione, Paula  
Thompson, Geoffrey S.  
Warren, Linda

## Division 13

Cox, Kimberly

## Division 14

Dunlap, Jon D.  
Gomez, Othon  
Rich, Steven  
Rutkowski, Michael W.

## Division 15

Holliday, Mark R.  
Nardozi, James A.  
Soucey, Joseph A.  
Stewart, Patrick C.  
Watkins, Susan E.

## Division 17

Beraha, Jack  
Erdmann, Joseph L.  
Hendricks, Ralph G.  
Seebran, Michael A.







**D-7 Golden Anniversary Club**  
**50 Years of Service**

|                              |                       |                         |
|------------------------------|-----------------------|-------------------------|
| <b>Thomas F. McKee</b>       | <b>Flotilla 34</b>    | <b>5 April 1955</b>     |
| <b>Barry Porter</b>          | <b>Flotilla 72</b>    | <b>13 November 1959</b> |
| <b>Robert Strong</b>         | <b>Flotilla 14-8</b>  | <b>23 June 1964</b>     |
| <b>William Benson</b>        | <b>Flotilla 44</b>    | <b>26 June 1964</b>     |
| <b>Commodore Henry Pratt</b> | <b>Flotilla 10-11</b> | <b>9 September 1964</b> |
| <b>Mary Pratt</b>            | <b>Flotilla 10-11</b> | <b>9 September 1964</b> |



# ***2016 Retirees***

**July 1, to September 30, 2016**

## **Department of Homeland Security United States Coast Guard Auxiliary**

*Takes pleasure in conferring to:*

| <u>Member</u>      | <u>Flotilla</u> | <u>Service Year</u> |
|--------------------|-----------------|---------------------|
| Mary A Lipstate    | 93              | 52                  |
| Anna Valles        | 11              | 42                  |
| Cathie Welty       | 13-8            | 40                  |
| Thomas Dubell      | 51              | 34                  |
| James Straub       | 87              | 32                  |
| Patricia Fernandez | 65              | 30                  |
| Peter Holler       | 95              | 30                  |
| Stephen Singer     | 13-8            | 28                  |
| Allen J. Cooke     | 11-3            | 27                  |
| Richard Deininger  | 58              | 27                  |
| Thomas Knoll       | 15-8            | 26                  |
| Janice Heitz       | 59              | 24                  |
| Ralph Maguire      | 84              | 23                  |
| Arthur Wilson      | 87              | 23                  |
| Paul Zerbi         | 95              | 22                  |
| George Hendricks   | 15-3            | 21                  |
| Nestor Tacoronte   | 11              | 21                  |
| Guy Webert         | 72              | 21                  |
| Don Daniels        | 25              | 20                  |
| James Heitz        | 59              | 20                  |
| Theresa Johnson    | 7-16            | 20                  |
| Constance Ryker    | 58              | 20                  |
| Gale Vinson        | 95              | 20                  |

## **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.*



# ***2016 Retirees***

**July 1, to September 30, 2016**

## **Department of Homeland Security United States Coast Guard Auxiliary**

*Takes pleasure in conferring to:*

| <u>Member</u>     | <u>Flotilla</u> | <u>Service Year</u> |
|-------------------|-----------------|---------------------|
| Barbara Carolus   | 17-6            | 19                  |
| William Meyer     | 51              | 19                  |
| Mary Price        | 10-10           | 19                  |
| Joe Richbourg     | 12-3            | 19                  |
| Arthur Zimmerman  | 36              | 19                  |
| Charles Beamer    | 95              | 18                  |
| Howard Graves     | 41              | 18                  |
| Michael Hanuschak | 36              | 18                  |
| Szimai, Miklos    | 11-10           | 18                  |
| Jessica Catinchi  | 1-12            | 17                  |
| John Cooper       | 13-8            | 16                  |
| Dena Kennedy      | 11-3            | 16                  |
| Steve Rayow       | 11-3            | 16                  |
| Charles Renuart   | 44              | 16                  |
| Richard Sumner    | 15-8            | 16                  |
| Jay Wooster       | 10-1            | 16                  |
| John Ehmann       | 98              | 15                  |
| Gruner, Walter    | 78              | 15                  |
| Maggie Midden     | 51              | 15                  |
| Raymond Miller    | 10-10           | 15                  |

## **RETIRED STATUS**

*in the*

*United States Coast Guard Auxiliary*

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



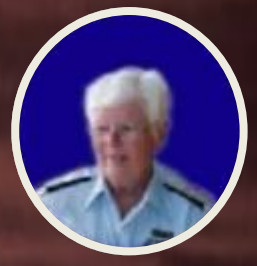
# Crossing the Bar

## July 1, to September 30, 2016



John W. Ball (Ret)  
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.*



Como Bolling Douglas  
Division 2

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



Paul Grenier  
Division 2

*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.*



Don Nelson  
Division 2

*By Alfred Lord Tennyson*



Please submit photos for the  
"Crossing of the Bar" Ceremony  
to [d7happyrecruiter@gmail.com](mailto:d7happyrecruiter@gmail.com)



Gerald Rappaport  
Division 3



Philip Vale  
Division 3



Ryan Aldrich  
Division 4



Bernard J. Bell  
Ret  
Division 4



Ed McClaran  
Division 5

# Crossing the Bar

## July 1, to September 30, 2016



Don Ingram  
Division 7

*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.*



James Cavanaugh  
Division 8



Armando Ingratta  
Division 9

*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*



Frank Kavanaugh  
Division 9



Please submit photos for the  
"Crossing of the Bar" Ceremony  
to [d7happyrecruiter@gmail.com](mailto:d7happyrecruiter@gmail.com)



Lydia R. Crewdson  
Ret  
Division 10



Shannon Ryan-Feger  
Division 11



Donald Davis  
Division 12



Dorothy Schoch  
Division 12



Richard Hughes  
Division 13



Claudia Clunis  
Division 17



# Trivia

1. The CIA has used cats for missions. In the 1960s, they trained felines to spy on Soviets
2. The first Ferris wheel opened at the Columbian Exposition in Chicago in 1893. Invented by George Washington Ferris, it had 36 cars, carried 60 passengers and stood 264 feet high. The world's largest Ferris wheel now-Las Vegas' High Roller has 32 cars, but each can carry 40 passengers, and it stand 550 feet high.
3. Roy Kroc opened the first franchised McDonald's restaurant in Des Plaines, Illinois, in 1955. On opening day, a double hamburger cost 15 cents and French fries cost 10 cents. The restaurant was such a sensation that within a mere five years, more than 100 McDonald's had opened in the U.S.
4. John Steinbeck's classic novel The Grapes of Wrath arrived in bookstores in 1939. Steinbeck's wife, Carol, suggested the title after coming across it in "The Battle Hymn of the Republic": "Mine eyes have seen the glory of the coming of the Lord/He is trampling out the vintage where the **grapes of wrath** are stored ... "
5. U.S. President Gerald Ford was born as Leslie Lynch King Jr. in 1913 in Omaha, Nebraska. His parents divorced soon after his birth. After his mother remarried a paint salesman named Gerald Ford, they began calling him Gerald Ford Jr.-which stuck, although he wouldn't legally change his name until he was in his twenties!
6. A cat's nose identifies him or her just like a fingerprint identifies a human.
7. "In hot water" is almost universally understood to mean that you are in big trouble. Not so surprisingly, this phrase is yet another conscript from the annals of medieval justice. One of the many ways that a king's men might determine a person's guilt was to simply stick one of his limbs in a cauldron of boiling water. If in three days, his horrible burns were starting to heal he was innocent. If the burns hadn't begun to heal, he was guilty.
8. In the early 1800s, in most states, women could not have custody of their own children. According to state laws, children "belonged" to the husband. Not until the 1840s, when women began to organize to obtain legal rights and gradually laws began to change, could women own property in their own right after marriage, or obtain custody of their own children!...Crazy to think!
9. Approximately 14% of active members in the U.S. armed forces today are women. In 1950, women comprised less than 2% of the U.S. military. Today, women play an active role in serving their country through military service, but many in years past would simply disguise themselves as men in order to gain access to the battlefield, including well-known examples like Frances Clayton in the American Civil War.
10. According to a national survey done by the Social Security Administration of 12,000 Americans October 5th was the most common date of birth?
11. Israel consumes the most turkey per year per capital.
12. A cup of candy corn has fewer calories than a cup of raisins



# Did you Know?

## Canine Coasties: Meet the Coast Guard Dogs That Just Finished Helicopter Training



“Evy” and “Ricky” are not the average household pets. They have been with the Coast Guard since 2008. These dogs are dutifully serving in the U.S. Coast Guard as explosive detection dogs.



"Evy" and "Ricky" are explosive detection dogs with the U.S. Coast Guard. They completed helicopter efficiency training on April 6, 2016.



Just this week, the pair finished helicopter proficiency training by completing helicopter operations and hoist training with the California Air National Guard 129th Rescue Squadron.



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The “canine Coasties” have protective eye wear and ear wear to protect them from rotor wash, sea spray, foreign debris and engine noise.



Coast Guard K-9 teams “routinely conduct proficiency training with military, federal, state and local partners to ensure our teams can respond and deploy from a variety of aircraft and vessels,” according to the Coast Guard.



Thanks for protecting U.S. ports and waterways, Evy and Ricky!

[Abcnews.go.com/us/canine-Coasties-meet-coast-guard-dogs](https://abcnews.go.com/us/canine-Coasties-meet-coast-guard-dogs)  
by Elizabeth McLaughlin



# D-Train Photos





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