

D-7 Connection



Human Resources - Spring Issue—2016

Issue 33

Editor: Angela Pomaro

The HR Department is proud to present its 2016 FSO-HR Staff.

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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



Kim Davis, ADSO-HR
E-responders (Acting)



Paulette Parent,
ADSO-HR AUXFS



Rich Steinbach, ADSO-HR
Mentoring



Gil Thomas, ADSO-HR
Special Projects

Georgia
South Carolina



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Carl Holeva 5



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Cathy Buller 6



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Puerto Rico
Virgin Islands

The District 7 SO-HR Team



Florida



Thank You



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

Good luck in your future endeavors in the USCG Auxiliary.



Wilson Iziarry-dehoyos 1



David Tedrow 2



Arnold Greenhouse 3



Rich Steinbach 5



Hortensia Sampedro 6



Tom Hart 9



Kim Davis 11



Don Mooers 14



Vincent Maida 15



Welcome



New Division Human Resources Officers—2016



Carlos Rios_Ruiz 1

Carlos joined the USCG Auxiliary in 2013 and is presently the VFC and FSO-HR for Flotilla 13 as well as SO-HR.



Gary McClure 2

A member of Flotilla 29 since 2010, Gary holds the office of Recreational Boating Safety Visitor for Flotilla 29 and SO-HR for Division 2.



Bob Sherman 3

Bob joined the USCG Auxiliary in 2012. He is presently the FC of Flotilla 38 as well as taking on the duties of SO-HR. He is an Instructor, Coxswain, Recreational Boating Safety Visitor and Vessel Examiner.



Carl Holeva 5

Carl enrolled in 2014 in Flotilla 58. He presently holds the following officers — FSO-DV, FSO-HR, SO-DV and SO-HR. He is a certified Instructor, Vessel Inspector, Recreational Boating Safety Program Visitor and Certified CPR Provider.



Cathy Buller 6

Cathy became a member of Flotilla 61 in 2012. She is presently the FSO-SR, FSO-HR for her Flotilla, SO-HR for Division 6 and a certified CPR Provider.



Welcome



New Division Human Resources Officers—2016



Lou Conti 9

Lou has been a member since 2001 and a member of Flotilla 9-10. He is a certified Aid to Navigation Verifier, Fingerprint Technician, Recreational Boating Safety Visitor as well as the SO-HR Officer.



Jesse Scott 11

A member of Flotilla 11-1, Jesse joined in 2007. He holds the following offices: VCDR, IPFC, SO-CM, SO-HR. His certifications include AUXFS, Fingerprint Technician, Certified First Air Provider, Certified CPR Provider and Boat Crew Crewmember.



Rick Saunders 14

Rick joined the USCG Auxiliary in 2011 and a member of Flotilla 14-4. His certifications include Boat Crew, Vessel Examiner, Recreational Boating Safety Visitor, Aid to Navigation, Instructor. He also holds the following offices: FSO-HR, SO-HR and National Branch Chief for Distribution



Maia Jefferson 15

Maia has been a member since 2013 and currently holds the following offices FSO-CS, FSO-DV, FSO-HR and SO-HR. She is also a fingerprint Technician.



THE AUXCHEF



I never served in the military and always felt that I owed a debt to my country and the men and women who have and now serve. I first joined the USCG Auxiliary to fulfill that debt in a small part. I have been an Auxiliarist for almost six years and an AUXFS for three years before I finally got my chance to serve aboard an active duty Coast Guard Cutter. I volunteered several other times but either the timing was not right or someone else had volunteered before me.

So finally I got my chance serving aboard the USCG Cutter DILIGENCE. I was flown out of Gainesville, FL to Wilmington, N.C., the homeport of DILIGENCE on January 4, 2016. FSC Mike Pederson picked me up at Wilmington's airport and checked me in aboard the 210 ft. Cutter. After he gave me a tour of the ship, I went to a local supermarket with him and FS2 Christopher Vitale to pick up some small items that would not be delivered with the main stores the following day.

The second day in port, January 5th, also happened to be my birthday. I rose about 0530 and helped out cooking breakfast. Around midday the rest of the crew started to come aboard and not long after a big delivery of \$45,000 worth of stores showed up. It took almost two hours to load it aboard. Many of the boxes were very heavy, needless to say my back was a little sore after that. In the afternoon the CO, CDR Justin M. Carter, introduced me to the whole crew along with wishing me a Happy Birthday.

On January 6th we left port and headed just off the coast of Virginia where we conducted aviation training with Coast Guard Helicopters on January 7th. They practiced landing and taking off from our flight deck.

We then headed for the Straits of Florida to conduct Migrant Operations, where we would intercept and detain migrants trying to cross the straits between Cuba and Florida to reach the Florida shores.

Most of my duties were assisting and preparing lunch and dinner every day. I would usually get to the galley around 0800, have some breakfast then start prepping the salad bar. I quickly became in charge of the salad bar, creating many salad dishes with the leftovers from the previous day which turned out to be chicken half of the time. When I mentioned to the CO that we served a lot of chicken, he jokingly replied don't you



36 Days of Thrills & Chills

**Submitted by Vincent Maida,
AUXFS, Flotilla 15-1, ADSO-FS**

know one of the Coast Guard sayings is "MEC" Must Eat Chicken". My work day would end around 1800 after assisting cleaning the galley after dinner. The meals varied from day to day, Italian, Mexican, good old BBQ, steaks, ribs and even King Crab Legs one day and yes lots of chicken. Every Saturday night was morale night and a different section of the crew would prepare dinner.

I was at sea for 36 days and out of all those days we had only about five days of calm seas. Several days the waves got close to 10 feet. Chief Pederson kept checking on me to make sure I was OK and I told him I have never been sea sick. It did though have a big effect on us cooking. It seemed every time we pulled a hot pan out of the oven, the ship would come around in to the wind and would start rocking and rolling while we were trying to hold on to the hot pan. Our comment would always be the same "Hey Who the Heck is Steering This Ship". That was always good for a couple of laughs.



Most of the days consisted of tracking and interdicting migrants and either transferring them to or from another Cutter. The crew would have to lower the small Rigid Hull Inflatables to transfer them, sometimes in high seas. We provided two meals a day to migrants and at times we would have close to 80 on board. One day we did SAR training with an Air Force C-130. We would drop dye markers and flares in the water and the C-130 would drop a SAR Training Emergency package as close to the markers as possible. The C-130 did several flyovers that were very accurate. A crew in our Rigid Hull would then retrieve the packages.

Chief Pederson had asked me early in the cruise if there was anything that I would like to do besides cook



THE AUXCHEF



and I replied I would like to get a ride in the Rigid Hull Inflatable and then jokingly said I would love to fire the .50 Caliber machine gun. He said he would see what he could do.



A few nights later we had to transfer some personnel back to Key West aboard the boat and I was asked if I would like to go along. It was about a 45 minute ride each way, in the dark, in rough seas, what a blast. I was soaking wet by the time I got back even though I was wearing full foul weather gear. A week later I was called to the bridge over the intercom. I thought "oh no" what did I do wrong? When I got there, everyone was smiling so I knew I was not in trouble. I was going to get my chance to shoot the .50 caliber machine gun. There was an obstruction to navigation on our starboard side and we had to sink it during gunnery exercise. The CO instructed the gunners that we would fire 300 rounds in 100 round increments, I would get to shoot the last 50 rounds. He challenged us to sink it in the first 150 rounds. After the first 250 rounds the obstruction was still afloat. They gave me instructions on how to fire the gun and with the last 50 rounds I blew the obstruction into small pieces and then sunk it! Most of the crew was watching and from down below they cannot really tell who is shooting the gun with all the gear we were wearing. Well word quickly spread that the Old Man (meaning me) sunk it. It was a great experience and I was able to check off another item on my bucket list.

Even though the crew was much younger than me, I bonded with many of them. Part of it was I think because I listened to a lot of the same music they did and they thought I was younger than I am. I worked in the music industry for 28 years and part of my job was listening to all the new music that came out and so I learned to appreciate all types of music. I would also go along with a lot of the things they did. Most of them started growing moustaches once they got under way and so I did also. After a couple of weeks at sea many of the crew had their heads shaved by the IS2 so I had him

cut my hair, I intended to get it buzzed but somehow I came out with it shaved. There's a first time for everything.



February 8th, was my last day aboard Diligence. After lunch, the CO called me in front of the crew and thanked me for my service and hard work and volunteering over 30 days away from my home and family. He also spoke about the Auxiliary and how important the Auxiliary is to the Coast Guard. He then presented me with The Auxiliary Achievement Medal. I was totally surprised, he also gave me a picture of the ship which he had signed and thanked me. Chief Pederson then presented me with a plaque of the DILIGENCE that the crew signed. The plaque was inscribed saying "Thanks For Being A Shipmate". I was choked up and it was hard for me to speak, but I told them that it was an awesome experience, that I would do it again and wished I was able to stay the whole two months, I also thanked the FS's for all that I learned from them. I then thanked the whole crew for their service to their Country



The 36 days aboard DILIGENCE was an amazing experience and I would not trade it for anything. I can't say enough about the crew. They treated me with total respect and made me feel like part of their family. If they ever need help again and I am available I would not hesitate to serve.



"Connie's Comments"

Submitted by Connie Irvin, DSO-PA

The Role of the Public Affairs Officer

At a recent Auxiliary meeting, I was again reminded during a discussion period that many flotillas do not have Public Affairs Officers. This in itself is an issue, but an even greater issue is that many flotilla commanders do not understand the important role that a well-trained PA Officer can play in expanding the public's understanding of the Coast Guard Auxiliary's role in promoting Recreational Boating Safety and in "branding" the Auxiliary as the premier civilian volunteer component of the Coast Guard.

A Public Affairs Officer in the Auxiliary should do more than place schedules of up-coming Boating Safety Classes in the local weekly newspaper. Their role is to help the PE, HR, VE, PV and OPS Departments **promote** their various activities by developing: brochures, yearly boating class schedules, articles with appropriate photos about their activities for local newspapers, assistance in setting up safety displays at boat shows and VE blitzes, encouraging local television stations to cover Auxiliary events like teaching boaters the safe way to use distress signal, setting up speaking engagements with local civic groups to talk about "what" the Auxiliary does and in attracting new, younger, more diverse members....the list goes on and is really only limited by the imagination of the PA officer and the officers in the various departments. The ultimate goal is to reduce boating accidents and fatalities by creating public awareness of what we do and in assisting the Coast Guard in whatever way that we can.

The PA officer also needs to **be trained** so that they can support their local Coast Guard Station with press releases and articles about the local station and its members. The best training is the Aux-12 C-School that is conducted three to four times a year around the United States. This three day course is exceptional in learning about photography and about writing press releases, articles and in gaining media involvement. For those who can't get into Aux-12 right away, the Auxiliary offers a PA on-line introductory course (Aux-20) on the National Training site. FEMA also offers an on-line course for Public Information Officer (IS 29 on Independent Study site).

Recreational boating safety is our main mission, but an equally important mission is **to educate** the public about the various ways in which the Auxiliary assists the Coast Guard and the boating public. When we present ourselves in a professional manner in uniform and conduct ourselves with respect, honor and maintain a devotion to duty, then we will be "branded" in the public's eye as the best volunteer organization in the world. We are the best and all of us need to think of ourselves as being PA officers, for in truth, we are every time we go out in uniform to meet the public. The important role of the PA officer is to continue to actively promote both the Auxiliary and the Coast Guard within all of the missions that are mandated by Congress. Times change, missions change and money is always an issue, but with active promotion of the Auxiliary, we will continue to make a difference in boating safety whether we are active on land, on the water or in the air. Along the way, we need to gain new members by using well directed "branding" of the Auxiliary. The Public Affairs Officer needs to be doubly Semper Paratus.

Paperwork!

Paperwork!



Changes to AUXDATA for Mandated Courses

Submitted by Sue Hastings, DSO-IS

A new Version of AUXDATA has been released. Release 2.21 of AUXDATA and some other updates done in the past few months have added the Mandated Courses requirements. The changes to AUXDATA include:

1. Certifications – the system has added the Mandated Courses in AUXDATA as a certification. Also, all certifications include the Mandated Course Certification as a requirement of the qualification.
2. REYR – the system will check for Mandated Courses Certification as part of the REYR update.
3. Elected Officers Eligibility Report will include requirement for Mandated Course.
4. All Staff positions will also need Mandated Course certification to be updated.
5. Members with a start date of December 31, 2015 or before will need to have Mandated Course Certification by December 31, 2016 or will be placed in REYR status. Also any member who does not complete the six Mandated Courses by their five-year due date will be placed in REYR Status.
6. AP members will not be upgraded to IQ or BQ status without the Mandated Course Certification.
7. Update of Mandated Certification will be run nightly in AUXDATA.

How can we know that a member has been Certified for the Mandated Courses? There are two reports in AUXDATA that can help. In the Training Reports Section of AUXDATA, the Training Status Report has added Mandated Courses as a Certification. This is a good report as it also shows when the due date is for the six courses that have to be completed every five years.



UNITED STATES
COAST GUARD
AUXILIARY

070-12-10 GEORGETOWN
1150156 HASTINGS, DAVID ABRAM
Date in Cycle 11 FEB 2016

Competency

Currency of Competency

MANDATED TRAINING
CERTIFIED

Task	Current	# Complete	# Req'd	Cycle	Due Date
CIVIL RIGHTS AWARENESS (502319)	Y	1	1	5-A(C)	31-DEC-2018
ETHICS TRAINING (502306)	Y	1	1	P	Permanent
INFLUENZA TRAINING (502290)	Y	1	1	P	Permanent
PREVENTION OF SEXUAL HARASSMENT COURSE (810000)	Y	1	1	5-A(C)	31-DEC-2020
PRIVACY AWARENESS (810015)	Y	1	1	5-A(C)	31-DEC-2020
SECURITY EDUCATION AND TRAINING AWARENESS (810030)	Y	1	1	5-A(C)	31-DEC-2018
SEXUAL ASSAULT PREVENTION (810045)	Y	1	1	5-A(C)	31-DEC-2018
SUICIDE PREVENTION (502379)	Y	1	1	5-A(C)	31-DEC-2018
TASK100 - INTRODUCTION TO ICS ON LINE (MANTR)	Y	1	1	P	Permanent
TASK700 INTRO TO NATIONAL INCIDENT MANAGEMENT SYSTEM (MANTR)	Y	1	1	P	Permanent

The Training Management Report in the Training Reports also lists all the certified members for the courses.

Paperwork!

Paperwork!



Changes to AUXDATA for Mandated Courses—Contd.

If you don't have AUXDATA access and would like to check your status you can check in AuxDirectory and check your record, you can use the D7 AuxInfo Reports on the D7 website:

<http://uscga-district-7.org/>

Scroll down to the buttons at the bottom and click on AuxInfo. Once there, select your division and click on the Certifications button for your Flotilla. The Mandated Courses will be listed under Unit Certifications. If your name has a #1 listed for each Mandated Courses, you are Certified, if there is a 0 in any column, you are not Certified and should take those courses.

You can see the list of the Mandated Courses in AuxInfo if you scroll down to the Mandated Courses and click the button for your Flotilla. This will give you a list of the completed courses except for ICS 100/700 which you have to check under the ICS courses.

Another change to AUXDATA is that no one with Read Only access will be able to update their information in Member Status Section of AUXDATA. Only members with Inputter access will be able to do the update. Members are encouraged to use the 7028 webform to update this information.

Course Code	Course Name	Frequency
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

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

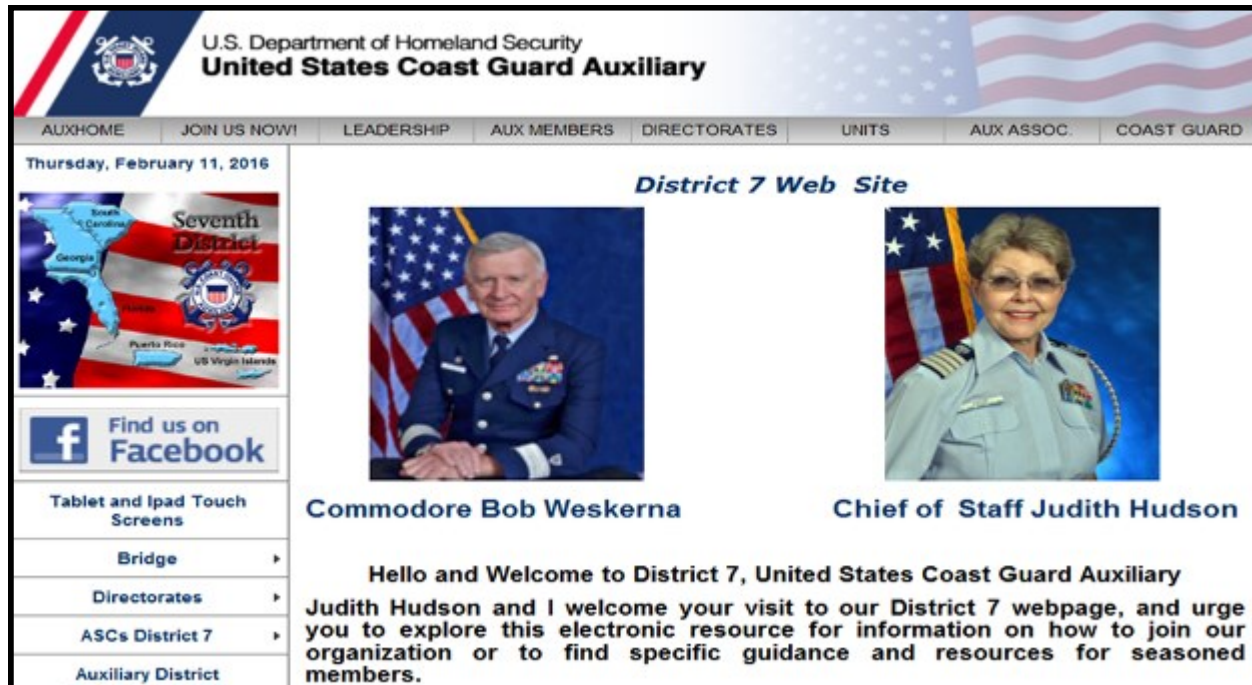


The Webmaster

District 7 Meets National Standards

Submitted by Dave Hastings, DSO-CS

The District 7 website has much information that is useful to the members. It is also linked to the National website on the top menu and you can get to the division and flotilla websites on the left-hand menu. The URL for the D7 website is: <http://uscga-district-7.org/>. Take some time and check out the website. Each year updates and changes are made at the request of District Leadership, staff officers, or members.



The D7 website meets the National Approved Standards for Auxiliary websites. This template or WOW II software is recommended to use to meet these National Standards. Every two years, National goes in and checks the websites for the units to make sure that they are up to the standards set. I am happy to announce that the D7 website has met these requirements. divisions and flotilla webmasters need to make sure that their websites are up to the standards. Any questions, please contact your assigned ADSO-CS or myself.

It is also important that the information on your websites is up to date. The websites are sometimes the first impression that the public has of the Auxiliary. Please make sure that you supply your webmasters with relevant up to date information and pictures to load on your website. A good looking and informative website will catch the eye of potential members or the boating public looking for information on safe boating.

Another area that Communication Services is involved in is the D7 Emailing Program. The email addresses are pulled from AUXDATA. Make sure that your email address is kept up to date and submit any changes to your FSO-IS to update AUXDATA.

As part of the system we are using there is an unsubscribe button. Please do not use this feature because the next email may include important information that you may want. Just delete any emails you do not want. Also, when the listing is updated from AUXDATA any subscriptions will be overwritten. Some of the items sent out by this email system are *Breeze*, *D7 Connections*, Upcoming Webinars, Messages from the District Commodore, etc.

News From Otto's World



Sea Grasses & The Marine Environment

Submitted by Otto Spielbichler, Flotilla 54

People swimming in the shallow waters surrounding Florida often see fish, manatees, turtles and other types of sea life but may not notice the sea grass bed under them. Fewer probably appreciate the fact that if the grasses were not there... what they enjoy seeing would not be there either. This article is about sea grasses and why they deserve our attention and protection.

According to the University of South Florida's FIAS, "the sea grass community in Florida is one of the most extensive in the world and as such, is one of the most important marine ecosystems in South Florida". Sea grasses "...provide food, habitat, and nursery areas for numerous vertebrate and invertebrate species... and help determine the overall health of coastal ecosystems." (myfwc.com/research/habitat/seagrasses)



Sea grasses are plants that reside in shallow waters such as bays and lagoons. Like grass on lawns surrounding homes in Florida, sea grasses require sediment, water, sun light and nutrients to grow and survive. If any of the needs (sunlight, etc.) are in short supply, the livelihood of sea grasses and other subaquatic vegetation (SUVs) are threatened.

The sediment that makes up the bottoms in shallow water are subject to wave action from currents and storms. Sea grass root systems are extensive and grow vertically and horizontally. As a result, root systems "stabilize the sea bottom in a manner similar to the way land grasses prevent soil erosion." (myfwc.com). The result is often clearer water that allows sunlight to reach sea grasses enabling them to photosynthesize and grow.

Grasses are an important factor to inhabitants such as fish, shell fish and mammals. Healthy sea grasses utilize carbon dioxide for nourishment and release oxygen as waste to the benefit of oxygen consuming inhabitants. The Florida manatee and adolescent green turtles graze on the grasses. Dolphins and some reef fish feed on organisms that live in the grasses. Decomposing sea grasses provide food for worms, sea cucumbers, crabs and other invertebrates residing in grass beds. Decomposed grasses act as fertilizer to existing grasses.

Sea grass beds also provide concealment for various types of marine life, allowing them to grow up in relative safety. Sea grass leaves are also used by marine animals to attach eggs and larvae. (myfwc.com). In addition to protection, clams, worms, crabs, sea urchins and sea stars (starfish) use grasses for shelter from strong currents and waves.

Sea grass beds are also the "middle grounds" between the mangrove community and coral reefs. They are a critical component of marine environment. The loss or diminished presence of one has a detrimental effect on the others. In the long run, a healthy marine environment contributes to the economic value of Florida's commercial/recreational fisheries, and nature/wildlife tourism. In turn, each contributes to the welfare of Florida residents.



There are fifty varieties of sea grasses. Four are common in the shallow waters in Florida. Three varieties are small and sparsely distributed in Florida. Turtle grass grows in large beds and is most abundant. It can be

News From Otto's World



Sea Grasses & The Marine Environment—Contd.

identified by its flat blade (memory cue: flat like a turtle). Shoal Grass is in very shallow water where wave action is strong. Manatee grass in water is similar to turtle grass but the blades are round (like a manatee) and are the preferred food of ... the manatee. Widgeon grasses are the most vigorous and wide spread. The rare Johnson' sea grass is the exception to the rule. Its grass grows in a limited area on Florida's east coast mainly in Palm Beach County. It is an endangered species.

Sea grasses and SAVs are an essential element of the marine environment: an environment important to Auxiliarists and others who benefit from a healthy marine environment and enjoy seeing wildlife in the waters around them. We need to protect sea grasses and then inform others that there is a price to pay when Floridians over fertilize or overload lawns with pesticides and insecticide's or leave bare spots on properties adjacent to our water ways and ocean. Semper Parades.



Sea Horse grazing on plant life growing on sea grass blades.



Juvenile French Angelfish that has been growing up in a sea grass bed



Division 2



Atlanta Boat Show BAT-PAK Lite Trailer

Submitted by Nan Fuller and Vickie Aponte



The following are photos taken at the Atlanta Boat Show on January 16, 2016





Division 8



Pathway to Trident



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

Admiral James Loy, as Commandant of the Coast Guard, approved the creation of the Marine Safety Insignia on November 2, 2000 to recognize the professional accomplishments of personnel in the Coast Guard's Marine Safety Program. A year or so later, the Auxiliary established a similar device called the Auxiliary Marine Safety device and TRIDENT became the program's watchword.

As with the Coast Guard's Marine Safety insignia award, the TRIDENT device is awarded to Auxiliarists for superior performance and professional accomplishment in Auxiliary marine safety programs. To earn this prestigious award, Auxiliarists must accomplish the following milestones:

Marine Safety courses: Introduction to Marine Safety and Environmental Protection (IMSEP); the Ocean Conservancy Good Mate course.

FEMA Emergency Management Institute courses: ICS 100, ICS 200, ICS 210 or ICS 300, ICS 700, ICS 800.

Four (or more) Performance Qualification Courses (PQS).

Five years of service in MSEP missions consisting of at least 96 hours of service per year.

Formidable, indeed! However, lest we panic, we can break this program down into "bite-sized" chunks. Although TRIDENT is the ultimate Marine Safety achievement, there is a progression process which I believe allows Auxiliarists an opportunity to choose the extent to which they wish to participate in MS activities.

Before proceeding, however, I would like to refer our reader to the Member Involvement Plan (U.S. Coast Guard Auxiliary, Human Resources Directorate, dated 23 February 2015). In it there are nine specific tracks describing programs for members to pursue. One of these tracks is Marine Safety's Trident program. In flow chart form, it is an overview of the progression from the introduction to Marine Safety and Environmental Protection (MSEP) to full program participation and TRIDENT certification.

I am suggesting that we think of the TRIDENT program modal above as having three distinct levels. Each level offers the Auxiliarist the opportunity to participate in a Marine Safety endeavor equal to one's level of interest. The first level we'll call A Basic Introduction to Marine Safety. It consists of just two on-line courses: The Introduction to Marine Safety and Environmental Protection (IMSEP) and the Ocean Conservancy's GOOD MATE courses. The IMSEP is designed to provide an extensive background in the history, policies, laws, and regulations pertaining to the Marine Safety and Environmental Protection missions. Good Mate is more proactive in its message and is designed to encourage ocean and waterways conservation by boaters.

These courses are interesting and informative. I would encourage every active Auxiliarist to take these two courses for a better understanding of our role in the Coast Guard's Marine Safety mission. Taking these courses should also help individuals decide if they want to become more involved in Marine Safety.

The second level of participation, I call, Qualifying for the Marine Safety Training Ribbon (MSTR), is for those with an interest in becoming more active in Marine Safety. Completing the tasks at this level puts one in striking range for TRIDENT certification. It'll take some work but it can be made easier, again, by performing the tasks step by step. First, let's revisit the list of requirements for earning the MSTR. In addition to completing the two courses in the first step above, FEMA's ICS courses (ICS 100, ICS 200, ICS 210 or ICS 300, ICS 700, ICS 800) must be taken. With the exception of ICS 300, all can be taken on-line. It may be noted that Auxiliarists going for boat crew qualifications are required to complete some or all of these same ICS courses. It's like killing two birds with one stone, so to speak!



Division 8



Pathway to Trident—Contd.



The next step on our pathway toward earning the MSTR is arguably the most challenging. In addition to the above ICS courses, at least one MSEP Performance Quality Standard (PQS) is required to be completed. The Auxiliary Manual lists more than two dozen MS certifications that require satisfactorily completing their associated PQSs. The certifications range from Assistant Barge Inspector to Towing Vessel Inspector and a lot more in between. Not all of these certified “jobs” are viable, however, and may not be supported by the Coast Guard Sector in your area.

My advice in order to fulfill the requirements of this step is to take either the Auxiliary Marine Safety Administrative and Management Specialist (AUX-MSAM) course or the Prevention Outreach Specialist (AUX-MEES) course. The advantage here is that both courses have accompanying study guides which are very helpful and saves a lot of research time in answering the PQS tasks and questions. I should note, also, that each of these PQSs has several requirements that must be completed for certification. For example, the AUX-MSAM PQS requires that the Auxiliarist to have served two or more years as an appointed staff officer or as an elected officer. The AUX-MEES, on the other hand, calls for certification as an Instructional Trainer (IT). As with any qualification being sought, I recommend that interested Auxiliarists consult with their flotilla’s member training officer (FSO-MT) or FSO-MS for information advice on how to proceed.

Finally, our self-described pathway has led us to TRIDENT, the ultimate achievement in Auxiliary Marine Safety. Specifically, to earn the permanent TRIDENT device, one must earn certification in at least three additional PQSs (beyond the one required to earn the MS ribbon), and perform 96 or more hours of MS service in an approved Coast Guard MS support activity for at least 5 years. For Marine Safety, this is journeyman status.

To be sure, the Auxiliarist at this point has spent considerable time and effort in attaining credibility and expertise in the MS field. In recognizing this, when Auxiliarists complete all requirements for permanent award status, except for having completed five approved years of service of 96 hours each year, are given conditional award status and authorization to wear the coveted TRIDENT device. In other words, one does not have to wait the five years.

In summary, the Auxiliary Marine Safety and Environmental Protection program in its entirety is expansive and multi-faceted. For Auxiliarists, it offers nearly unlimited opportunities to participate in the Coast Guard’s important mission of marine safety. This is accomplished through the TRIDENT program.

Going the distance and earning the TRIDENT device is not for everyone. My suggestion to you, the reader, is to consider TRIDENT as a flexible, three part program that allows you to choose the extent to which you want to participate. Start with the two courses, GOOD MATE and IMSEP and get a good understanding of what Marine Safety is all about. Then decide if further participation along the pathway makes sense for you. You might be surprised!



Division 15

Manatee Festival—Crystal River



Submitted by Bob Fabich, ADSO-AVP

The 19th Annual Manatee Festival was held January 16, 2016 in Crystal River . The local U. S. Coast Guard Auxiliary Flotilla 15-1 provided safe boating classes, water safety programs, and free vessel safety checks.



Ralph Altavilla, Flotilla 15-1, Crystal River and visiting Auxiliarist Helen and Bill Cummings, Flotilla 26, Sylvan Beach, New York, explain the different types of free boating safety brochures



Andrew Render, Division Vice Commander, Division 15, explains the “What You Should Know Before You Go Boating” brochure to Arlando Madison



Welcome



January 1 to March 31, 2016

Division 2

Davis, Steven L.
Dietrich, Jeffry M.
Potts, Larry D.

Division 3

Amis, Robert R.
Belizaire, Ralph
Bendahan, David
Devecchi, Victor
Farmer, Carolina
Hansen, Charles
Narducci, Nicholas D.
Pyne, Kevin J.
Tingley, Robert Van
Dorn, Catharine J.
Vogt, Donald F. III
Zalewski, Lester

Division 4

Wood, Mary L.

Division 5

Collazo, Richard
Lavigna, Christe M.
Moise, Michelet
Rodriguez_Cortes, Luis
Stein, Joseph P.
Stein, Marlo T.
Tabor, Austin L.
Tedtman, Edward
Verna, Francis
Vollrath, Herman

Division 6

Barreto, Tatiana
Hallon, Jorge L.
Hebert, Jennifer R.
Mena, Francisco J.
Noa, Carlos E.
Rojas, Carlos

Division 7

Anderson, Clayton C.
Anderson, Roger
Gaines, Richard A.
Henry, Michael R.
Knowles, Jean
Mc Alvey, Patrick L.
Romero, Hector
Rothenberger, Lucas B.
Sullivan_Hayward, Shantell

Division 8

Carlock, Charles J. III
Glover, Keith J.
Gordon, Phillip
Karp, Marvin H.
Lee, Roy J.

Division 9

Albright, Adam G.
Burns, Sandra L.
Converse, Clarke H.
Gagnon, Robert
Hennington, Rolf
Hornsby, Donna L.
Jones, Timothy
Keigley, Richard B., Jr.
Massey, Michael K.
Milkowski, Forrest W.
Ramshaw, Gregg W.
Talbot, Bruce R.
Veasy, John P. III
Williams, Roy

Division 10

Glowacki, Richard T
Smith, Michael

Division 11

Anderson, Herman
Brouett, Jeffrey T.
Chesley, Arthur B.
Griffin, David J.
Marks, James D., Jr.

Division 11-Contd.

Negley, Michael
O'Brien, Michael F.
O'Brien, Sean M
Roots, Edward M., Jr.
Springer, Gary J.
Stewart, James A.
Walters, Gerald

Division 12

Brunson, William E. IV
Caprici, Contessa
Connely, Rebecca
Guidry, Orin E.
Heibel, Catherine N.
Helfrey, Gerald L.
Johnson, Delbert K.
Mezynski, Kathleen
Popiel, Robert

Division 13

Black, Beau C.
Doran, James
Martinez, Roman

Division 14

Kelly, Zachary S.

Division 15

Chainey, Ernest E.
Eschler, Sandra
Fahnestock, Donna
Fahnestock, William
Kuffell, Stephen
Pugsley, Kirk
Reynolds, Robin C.

Division 17

Positano, Nadine N.
Schulze, Richard P



Thank you



2016 Retirees

January 1, to March 31, 2016

Department of Homeland Security

Takes pleasure in conferring to:

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Kemmerer, Douglas	43	37
Gross, Betty	84	35
Mintz, Louis	12-8	33
Gorenflo, Eleonor	17-10	27
Morrice, Vernetta	13-8	27
Allen, Robert L.	11-6	27
Colon, Joci	13	23
Pantoja_Rodrigue, Edwin	15	22
Perez_Lugo, Edgardo	13	22
Vega, Alice	13	20
Bush, H. Ivan.	10-11	17
Navarro, Rafael	13	17
Poda, Richard	11-7	16
Perez, Marcelino	13	15
Poda, Gale	11-7	15

in the

United States Coast Guard Auxiliary

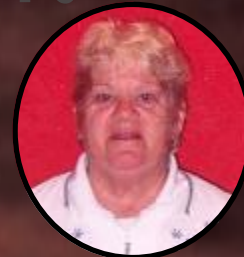
*In recognition of significant contributions and devoted service to the organization and
its boating safety programs.*

Crossing the Bar

January 1, to March 31, 2016



Commodore Allen Brown
Division 9



Joan Faust
Division 9

*Sunset and evening star
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,
But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.*



Frank Korom
Division 9



Jack Cannon
Division 10

*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



Robert Yates
Division 11



Rowe, James
Division 12

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



Gerard Zickmund
Division 14



Donald Hartzell
(Ret)
Division 15



Walter Tournat
(Ret)
Division 15



Robert Evans
Division 16

Jack R. Cannon



**Submitted by Bob Hastie,
Flotilla 10-2**

**Photo Submitted by Ann Marie
Graham, Flotilla 12-6, SO-MT**

Jack R. Cannon died Tuesday, March 1, 2016. He was born on November 15, 1940 to the late Earl Jack and Mildred Nadine Cannon and raised in Yazoo City, Mississippi. Jack graduated from Mississippi State University with a BS Degree in Marketing and Accounting. After being commissioned a Second Lieutenant in 1964, he served in the U.S. Air Force for 23 years and completed various military assignments, including a combat tour in Vietnam. Among his military awards, Major Cannon was awarded a Bronze Star for meritorious service, Presidential Unit Citation, Vietnam Combat Medal and Air Force Commendation. In his civilian career, Jack was employed by Union Camp Corporation in Wayne, New Jersey for 28 years and retired as General Manager of International Sales and Marketing. He then spent five years with Price and Pierce International as Senior Vice President of Sales and developed Asian and South American markets before choosing permanent retirement.

A pilot for over 45 years, Jack's passion for flying and devotion to country compelled him in 2003 to support Angel Flight Soars and flew over 100 missions, volunteering his time and expertise to helping those in need get the medical treatment they required.

A member of Flotilla 10-2, Jack also volunteered his airplane and time as an Aircraft Commander with the Coast Guard Auxiliary out of Air Station Savannah, where he served from 2004 up to the time of his passing. In that time, Jack contributed 693 hours consisting of 263 hours of search and rescue, and 322 hours of patrols, plus various mission hours for marine safety and in training new crew members. Jack received the Presidential Unit Citation, two Coast Guard Unit Commendations, the Coast Guard Meritorious Team Commendation, five Auxiliary Operations Service Awards, and two Auxiliary Membership Service Awards.

One member of Jack's crew as well summed up well his personality. Jack called to check on her after the historic flooding in Charleston in 2015. "He was a very kind and thoughtful man. Jack never missed an opportunity to talk about his family with pride. I will always remember Jack for taking me under his wing, his big smile and his love for family. He was an amazing man."

We miss you Jack. The Auxiliary and the Air Station will miss your superb contribution.



Angel Flight Soars is an organized group of volunteer pilots who help out patients with routine treatment flights, compassionate care and other medical related flights as referred by health care providers — their motto being "the cost of travel should never stand in the way of people receiving medical care."

(Taken from Angel Flight Soars website)

Picture Page



Did you Know?

The Human Statute of Liberty

Taken from Snopes

On a stifling July day in 1918, 18,000 officers and soldiers posed as Lady Liberty on the parade [drill] grounds at Camp Dodge. [This area was west of Baker St. and is currently the area around building S34 and to the west.] According to a July 3, 1986, story in the Fort Dodge Messenger, many men fainted — they were dressed in woolen uniforms — as the temperature neared 105°F. The photo, taken from the top of a specially constructed tower by a Chicago photography studio, Mole & Thomas, was intended to help promote the sale of war bonds but was never used.

The design for the living picture was laid out at the drill ground at Camp Dodge, situated in the beautiful valley of the Des Moines River. Thousands of yards of white tape were fastened to the ground and formed the outlines on which 18,000 officers and men marched to their respective positions.

In this body of soldiers are any hundreds of men of foreign birth — born of parents whose first impression of the Land of Freedom and Promise was of the world's greatest colossus standing with beacon light at the portal of a nation of free people, holding aloft a torch symbolic of the light of liberty which the statue represents. Side by side with native sons these men, with unstinted patriotism, now offer to sacrifice not only their liberty but even life itself for our beloved country.

The day on which the photograph was taken was extremely hot and the heat was intensified by the mass formation of men. The dimensions of the platting for the picture seem astonishing. The camera was placed on a high tower. From the position nearest the camera occupied by Colonel Newman and his staff, to the last man at the top of the torch as platted on the ground was 1,235 feet, or approximately a quarter of a mile. The appended figures will give an adequate idea of the distorted proportions of the actual ground measurements for this photograph:

Base to shoulder: 150 feet.
Right arm: 340 feet.
Widest part of arm holding torch: 12-1/2 feet.
Right thumb: 35 feet.
Thickest part of body: 29 feet.
Left hand (length): 30 feet.
Tablet in left hand: 27 feet.
Face: 60 feet.
Nose: 21 feet.
Longest spike of head piece: 70 feet.
Flame on torch.: 600 feet.
Torch and flame combined: 980 feet.
Number of men in flame of torch: 12,000
Number of men in torch: 2,800
Number of men in right arm: 1,200
Number of men in body, head and balance of figure only: 2,000
Total: 18,000



Incredible as it may seem there are twice the number of men in the flame of the torch as in the whole remaining design, while there are eight times as many men in the arm, torch and flame as in all the rest of the figure. It will be noted that the right thumb is five feet longer than the left hand, while the right arm, torch and flame is eight times the length of the body.



Trivia



1. The daughter of confectioner Leo Hirschfield is commemorated in the name of the sweet he invented: Although his daughter's real name was Clara, she went by the nickname Tootsie, and in her honor, her doting father named his chewy chocolate logs Tootsie Rolls.
2. A SHOT OF WHISKEY—in the old west a .45 cartridge for a six-gun cost 12 cents, so did a glass of whiskey. If a cowhand was low on cash he would often give the bartender a cartridge in exchange for a drink. This became known as a “shot” of whiskey.
3. SHIP STATE ROOMS—Traveling by steamboat was considered the height of comfort. Passenger cabins on the boats were not numbered. Instead, they were named after states. To this day cabins on ships are called staterooms.
4. The word “curfew” comes from the French phrase “couvre-feu”, which means “cover the fire”. It was used to describe the time of blowing out all lamps and candles. It was later adopted into Middle English as “curfeu”, which later became the modern “curfew”. In the early American colonies, homes had no real fireplaces so a fire was built in the center of the room. In order to make sure a fire did not get out of control during the night, it was required that by an agreed upon time, all fires would be covered with a clay pot called-a “curfew”
5. OVER A BARREL—In the days before CPR, a drowning victim would be placed face down over a barrel and the barrel would be rolled back and forth in a effort to empty the lungs of water. It was rarely effective so if you were ever over a barrel you were in deep trouble.
6. Heartburn: Bananas have a natural antacid effect in the body, so if you suffer from heartburn, try eating a banana for soothing relief.
7. Any month that starts on a Sunday will have a Friday the 13th in it.
8. The wristwatch was invented in 1904 by Louis Cartier.
9. Wild Bill Hickok was killed playing poker, holding two pairs - aces and eights, which has become known as 'Dead Man's Hand.'
10. Kemo Sabe" means "soggy shrub" in Navajo.
11. Of all the words in the English language, the word "set" has the most definitions.
12. The right side of a boat was called the starboard side due to the fact that the astronavigators used to stand out on the plank (which was on the right side) to get an unobstructed view of the stars. The left side was called the port side because that was the side that you put in on at the port .
13. The term "the whole 9 yards" came from W.W.II fighter pilots in the South Pacific. When arming their airplanes on the ground, the .50 caliber machine gun ammo belts measured exactly 27 feet, before being loaded into the fuselage. If the pilots fired all their ammo at a target, it got "the whole 9 yards."
14. The phrase "sleep tight" originated when mattresses were set upon ropes woven through the bed frame. To remedy sagging ropes, one would use a bed key to tighten the rope.

