

D-7 Connection



Human Resources - Summer Issue—2016

Issue 34

Editor: Angela Pomaro

REMEMBER



HONOR



Celebrate





USCG Auxiliary

District 7



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Human Resources Department



Mark Crary, ADSO-HR
Special Projects



Gil Thomas, ADSO-HR
Special Projects

**South
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



Division 6



Claude Bullock 13



Carlos Rios_Ruiz 1



David Richardson 16



Puerto Rico

Virgin Islands

The District 7 SO-HR Team

Florida



Thank You



A special thanks is extended to the following ADSO-HR and 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.



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



**Paulette Parent,
ADSO-HR AUXFS**



**Rich Steinbach,
ADSO-HR Mentoring**



**Jesse Scott,
Division 11**



**Cathy Buller,
SO-HR Division 6**

Welcome



**Kristi Mackey
Division 11**

Kristi became a member in 2011. Since joining in 2011, Kristi has qualified in boat crew, CPR, First Aid, Fingerprint Tech and Instructor. She holds the offices of both SO-HR for Division 11 and FSO-HR for Flotilla 11-10. She has volunteered over 7,000 hours since joining. She will be great asset to the HR Department.



"Connie's Comments"

How Much is Too Much?

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

In a world that is seemingly caught up in publishing “selfies” and telling all there is to tell about what one is doing and where one is going and why, we in the Auxiliary need to remember that “too much” personal information is not a good thing.

The Public Affairs Officer’s job quite often revolves around “showing” and “telling” the public about our missions and the people involved in those missions. Now that can be a good thing. Our job is to promote our missions and to show our teammates doing their jobs, but in a world that is fast changing; we need to be mindful of crossing the line of “too much”. Social media is an area in which we need to be particularly watchful.

Our Facebook pages, either personal or Auxiliary related, can be looked at by anyone, anywhere, anytime. Most Auxiliary Facebook pages identify the area in which we operate and live, but are you aware that Coast Guard policy with regard to Public Affairs, doesn’t want personal information to be broadcast. For example, if you want to post a photo of an Auxiliary facility either in an article or on Facebook, the registration numbers for that facility should be blurred out. That goes for both surface and aircraft. Why? Those registration numbers can be looked up online by anyone and thus, the name and address of the owner is readily available...personal information. Not good. If you are in uniform or identify yourself as an Auxiliarist on your personal Facebook page, then it is subject to Auxiliary restrictions that are covered in the AUX Manual...particularly, political statements or content or language that is inappropriate.

For those photographers who pride themselves on getting eye catching photos of children enjoying a visit with our little robot friend, “Coastie” or in any other venue Beware. If the young person’s face is mostly toward the camera and identifiable, you must have a signed parental release for all persons under the age of eighteen before it can be printed in any Auxiliary outlet. Those include flotilla and division newsletters, the *D 7 Connection*, *Breeze* or any national Auxiliary publication. We have a ready-made form for that....ANSC 7020. Take the photo, get the signature and put it in your file. A copy of the signed form should accompany a photo submission for any Auxiliary publication.

We shouldn’t be overly cautious about promoting our missions and the involvement of our fellow Coast Guard Team members, but we do need to keep in mind that sometimes, “Too Much is Too Much.”

If you are in doubt about information that you are releasing, then you need to ask around for informed input. The times are changing....

Be Safe out there and Semper Paratus.

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 knitter-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.

Plans are in the works to present an overview of this program at the District Training Meeting (DTrain). Meanwhile, why don't you review the presentation in the HR Corner and then let the District Staff Officer for Human Resources (Angela Pomaro) know you're willing to step up!

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 up in the IS World!!

Submitted by Sue Hastings, DSO-IS

Questions have come up about using AUXDATA and who can access it and at what level.

AUXDATA access is only available to elected or appointed officers. The reason for this is that too many people in AUXDATA at the same time slows down the database and makes it harder for the inputters to enter data. The DSO-IS Officers have been delegated by Chief Director of Auxiliary (CHDIRAUX) office to input District/Division/Flotilla read only user logins (this has been done in D7 for a number of years). An elected officer such as the Flotilla Commander (FC), Division Commander (DCDR), District Commodore (DCO) (or an officer delegated by them such as the Information Services (IS) officer) needs to request the granting of a login. Inputter access is also sent to the DSO-IS for approval who then submits to the CHDIRAUX staff to issue a login.

When a request comes in to the DSO-IS for issuance or resetting an AUXDATA account, the following information is required: Member Name, flotilla number, Level of Access (e.g. R/O District/Division/Flotilla), and justification (office held). A temporary password is issued and must be changed by the member when logging into AUXDATA. Also, if an officer needs to be removed from AUXDATA, a request must come in with the justification for the removal.

An email address in AUXDATA now has a maximum length (31 characters) and AUXDATA will not allow duplicate email addresses for members and others such as your spouse/partner. Each member has to have a unique email address in AUXDATA. The reason for this is that AUXLMS uses the primary AUXDATA email address as the user ID and AUXLMS has a 31 character maximum. AUXDATA has been updated to verify email addresses and will not allow an update if it detects the same email address in the system. There are some non-conforming emails still in AUXDATA but the system will not allow any updates for these.

Per the AUXDATA Users Agreement, users CANNOT share their password with anyone else. You are directly responsible for any misuse, abuse or practices that may jeopardize the system that can be directly associated with your user name. If you feel your password has become known or other people are accessing AUXDATA with your access, immediately notify the DSO-IS Officer.

An upcoming update to the ANSC 7028 Webform is to eliminate the ability to change your name on the form. Problems have been encountered with changing a member's name for any reason (wrong spelling, use of Middle Name instead of First Name, marriage, etc.) in AUXDATA. For AP members this can affect the PSI process which will halt if the name on the PSI package does not match the name in AUXDATA. A member name change needs to be submitted to DIRAUX via a D7 Help Ticket to ensure all records are updated correctly. An IS officer, who receives a name change request, should not update AUXDATA and should submit a D7 Help Ticket for the update.

Members should also make sure that all their contact information is up to date especially since we are in the Hurricane season. You can easily do this by going to AUXDIRECTORY and checking out your information. If changes need to be made, you can submit the ANSC 7028 Webform (Change of Member Information) which will send an email to your IS officer. This will update AUXDIRECTORY directly but AUXDATA still has to be manually updated. IS officers remember when you get the email you need to go to AUXDATA Member Status and the ANSC 7028 IS Dashboard to update and clear the request. Do not update AUXDATA just from the email form. While updating contact information, members should also update occupations, skills, and availability.

Even though most members cannot access AUXDATA, they can get most of the information they need from our D7 AuxInfo reports and the National AUXDIRECTORY. If there is information you cannot get



The Webmaster

Communications Systems

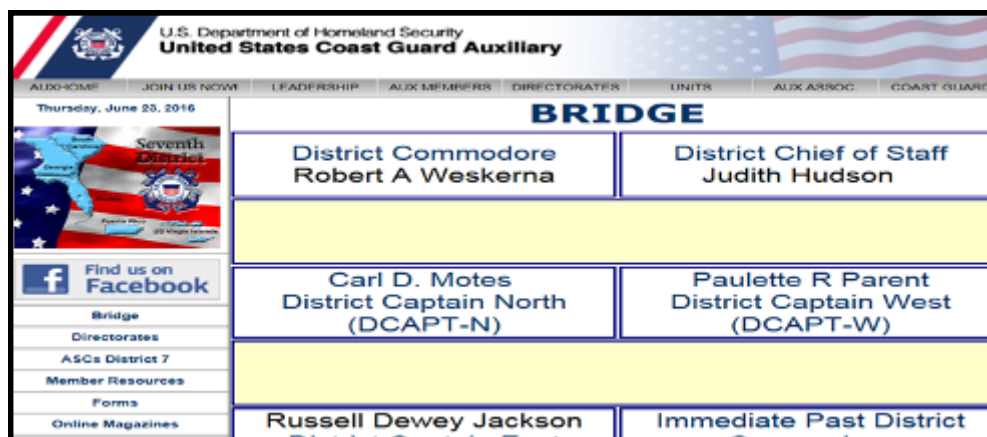
Submitted by David Hastings,
DSO-CS

Sometimes I get calls or emails about problems accessing the D7 websites. A person has difficulty moving around the system, the system is showing an older version of the webpage or the system is down. Today there are so many devices used to access Auxiliary systems and websites. People don't just use desktop computers but laptops, notebooks, tablets, and smartphones. Some are using PC based systems and others are using Mac based systems. Throw in the different versions of software that these systems are using and it creates problems trying to figure out what is happening.

The following are some of the common problems and solutions:

- ◆ Members who use devices with touch screens vs. using the mouse also have problems with some websites. The D7 website has a button on the left hand menu for devices using touch screens to make it easier to navigate the website.

Click Here
and see this





The Webmaster

Communications Systems

Submitted by David Hastings,
DSO-CS

- ◆ Sometimes the servers for the National, District, and other Auxiliary systems go down. Since the upgrade of equipment and software, this is not happening very often as it had earlier in the year.
- ◆ When a website has been revised but you still see the old version of the screen it is most likely that your browser has not been refreshed. This is especially true with Google Chrome. If you don't have Auto Refresh set up on your system, it will load the last version you have accessed. If you need to manually refresh your screen look for the refresh button on your browser. On Internet Explorer and Mozilla Firefox you will find a curved arrow to the right of the URL address block. For Google Chrome the curved arrow is to the left of the URL address block. Using the F5 Command key will work also. For the Apple Safari browser you will find a key to right of URL address block saying RSS with curved arrow next to it. As there are so many systems and newer versions of the same software, it may have refresh in different places. You will need to check your software help to make sure you know the ways to refresh or to set your Auto Refresh options.

If you run into problems accessing the D7 websites or navigating the systems, please let your FSO-CS know and he/she may be able to help you. You need to make sure that you provide the type of equipment (PC/Apple/Tablet/etc.), operating system (Windows 7/8/10), browser, and versions to help to identify what is causing the problem.

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

Articles/photos for the Fall Issue will graciously be accepted at: d7happyrecruiter@gmail.com



News From Otto's World



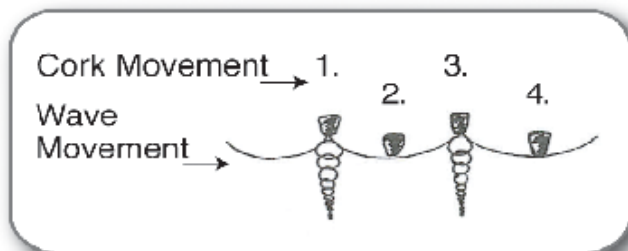
Wind Waves



Submitted by Otto Spielbichler, Flotilla 54

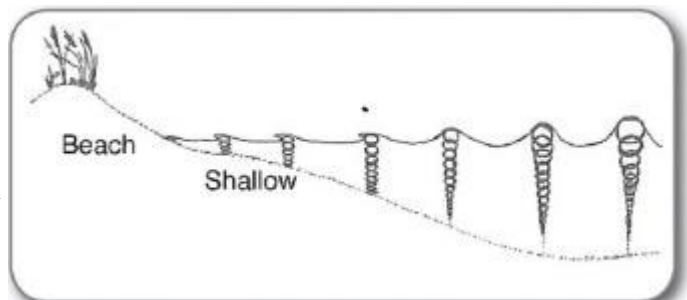
Being retired has its advantages. Sometimes on a nice day I go to the beach. On one of those days, I walked into the ocean and was almost knocked off my feet by a wave crashing into the shore. A few minutes later I stood in chest deep water and braced myself as another wave came in my direction. It did not crash into me! Instead, I was gently lifted up by a wave and after it passed, my feet touched the sandy bottom of the sea floor inches from where I had been seconds before. I wondered why. I thought: maybe all waves are not alike.

Later that day, I did a search on my computer and discovered that waves are "...oscillation of water particles by the frictional drag of wind over the water's surface" (geography.about.com). The water particles revolve in a circular shape. The circle moves through the water. It does not move water (thefreesource.com/ocean waves). Surges of energy can travel great distances and end when the energy dissipates or a circle collides with something like a shore line. The amount of energy, its duration and the size and numbers of circles created are the result of three factors.



The first factor is wind speed. The amount of energy in the surge is determined by the speed of the wind. The greater the wind speed the more energy in the surge. How long the wind blows is the second factor that affects the energy in a surge. The longer the wind blows the longer the energy lasts in the surge. Fetch, the distance of the open space the wind traverses in a body of ocean water is the third factor affecting surge energy. The greater the distance of the fetch, the larger the area of waves.

So, the wave that lifted me off the bottom and set me back down was actually a circle of surge energy traveling horizontally and unimpeded through the water. The wave that crashed against me was a surge of energy that was collapsing when the bottom part of the energy circle slowed as it touched the bottom while the top continued on at its original speed and eventually broke.



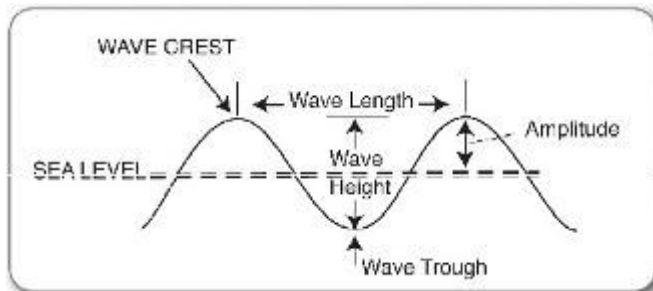
News From Otto's World



Wind Waves

Submitted by Otto Spielbichler, Flotilla 54

Another feature of a wave is its height and period. Wave height is determined by the distance between the crest or high point, the trough or its lowest point, and the crest of the next wave (see diagram). The length of time for the crest of one wave to pass a fixed point and the crest of another to pass the same point is the wave period. Listen to a NOAA weather report on an FM marine weather channel and



you will hear a wave height report which may actually be the height of the highest third on the waves. Wave period is given as an average, in seconds, that it takes one wave crest to pass a fixed point before the arrival of the next crest (NOAA). The greater the wave height and the shorter the number in seconds in a period, the greater the risk especially to small boats. That is information that Vessel Examiners and Instructors can pass on to local boaters.

Being retired, I had one more thought and it was: how is the height of a wave measured? According to the wikiwaves.org/Measurement site, wave heights are measured by several methods including Wave Gages, Satellite Altimeters and Synthetic Aperture Radars on Satellites (SARS). Wave gages are buoys or structures mounted on platforms or on the seafloor in shallow water. "Sound, infrared beams and radio waves can be used to determine the distance from the sensor to the sea surface. Pressure gages... can be used to measure the depth from the sea surface to the gage." Satellite Altimeters use a radio pulse from a satellite altimeter "reflected first from the wave crests, later from wave troughs" (wikiwaves.org/Measurement_of_Waves). SARS measurement "map the radar reflectivity of the sea surface with spatial resolution of 6- 25m. Maps of reflectivity often show wave like features related to real waves on the sea surface."(wikiwaves.org/Measurement)

On that note, I decided I needed to either become an Oceanographer and learn more, go back to being a retiree or compromise. I choose to compromise by writing that I am looking forward to my next day at the beach so I can do some "molecule motion in the water" watching.





THE AUXCHEF



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

U.S. Department of
Homeland Security
**United States
Coast Guard
Auxiliary**
The Civilian Component of the
United States Coast Guard

UNITED STATES COAST GUARD AUXILIARY

PAULETTE R. PARENT
ADSO-HR/FS
7th DISTRICT

15JUNE2016

CONGRATULATIONS D7 AUXFS TEAM

It is with a deep sense of pride and accomplishment that the AUXFS Program has been recognized for its spectacular growth and contribution to Team Coast Guard. At NTRAIN in St. Louis in January 2016, NEXCOM (National Executive Committee) voted unanimously to approve a DSO position for AUXFS (and subsequently the ADSO and SO positions). This was made official by the concurrence of the Chief DIRAUX in early June.

I have no doubt that the activity of the AUXFS Team in District 7 had a great deal of influence on this decision. In the past 6 years this program has grown and performed to the highest standards in any and all situations. From helping out at a small boat station to deployments for extended periods of time aboard cutters, the D7 AUXFS Team has demonstrated their abilities and willingness to do what had to be done to serve our fellow shipmates. In addition, our fellow Auxiliarists have received the benefit of the AUXFS Program for special social events, meetings and activities whenever food was a major component.

This is a momentous time for the AUXFS Program and it is because of the dedication and untiring efforts of the D7 AUXFS Team that we can now enjoy the fruits of our labors and receive the recognition that continues to be well earned. This is not the end but a new beginning! Continue to do all that you do and remember: "Semper Gumby"!

BRAVO ZULU, D7 AUXFS!





THE AUXCHEF



**Submitted by Elizabeth Elliott,
AUXFS, Flotilla 45**

Periodically a request is made for one AUXFSs to step up and assist the Gold Side. A cutter needs help, a station could use a hand, there is a Change of Command. And it is an honor to serve. Seldom do calls go out for a team. Of strangers...

Recently, a call went out to all of the AUXFSs in D7 – who wants to work on CDR Seward's retirement ceremony in May? For those of you who know me, I'm pretty much game for any adventure so I raised my hand. Picture Horshack on "Welcome Back Kotter." I figured Paulette would be in charge and a couple of us would be helping out. Boy was I misguided.

Paulette's not on the team? I'm in charge? I only know one of the volunteers? And he's brand new? And we are expecting 200 people? In a galley I've never been to? Bring all the supplies? Seriously?

Can I say that this turned out to be one of the most amazing AUXFS experiences that I have had.

Our team of six AUXFSs ran the full gambit. I was in the first class held in D7 and I work in the galley at Station Ponce de Leon every Monday, and have for nearly five years. The two local ladies were in the most recent class in March. I had not even met the couple from Sebastian. The other guy is in my flotilla so I had worked with him during his training. Our collective skill set was unknown and untested. Everyone was outside of their comfort zone. But all were excited about this adventure. How cool to be asked to be on a team for the DIRAUX's retirement!

I must tell you that the team's attitude is what made the difference. These folks were incredible. We prepared heavy appetizers for over 100 people in a day and a half. In a galley none of us knew, on equipment we had never imagined existed and from recipes that really only existed in my head. The ceremony was in a hanger about a half mile away from the galley; here's your golf cart. Does that tell you how talented this crew was? Other than brew coffee, I think collectively every other Performance Qualification Standard (PQS) skill was performed. Julie was the Queen of scaling recipes. Kjel was our Bread Monk and the one who kept us focused. Fred, the uber chopper and the level-headed one. Carol stood ready to face every challenge with the heart of a lion and a fierce sense of timekeeping. And Linda was my ray of sunshine and lifesaver.

Years ago, Ron and Ginger Ellis taught me that you can't have a Change of Watch (COW) without three things: meat on a stick, shrimp and eggrolls. In developing the menu, Mrs. Seward had two requests – smoked salmon instead of shrimp and if possible, buffalo. CDR Seward was the first Native Alaskan helicopter pilot, hence the requests. So we didn't have shrimp, we had smoked salmon. Chicken on a stick, easy. Now what to do with buffalo? I had a hard time with that. Mostly, buffalo is used in burgers. Too messy. Meatballs? Hard to make the right consistency. Would anyone even eat it? I heard lots of no, I'm not going to eat buffalo comments. Sigh. Then it dawned on me – eggrolls! And WOW were those good.

So the next time an opportunity comes up, raise your hand! Push yourself. Being part of this team was amazing.

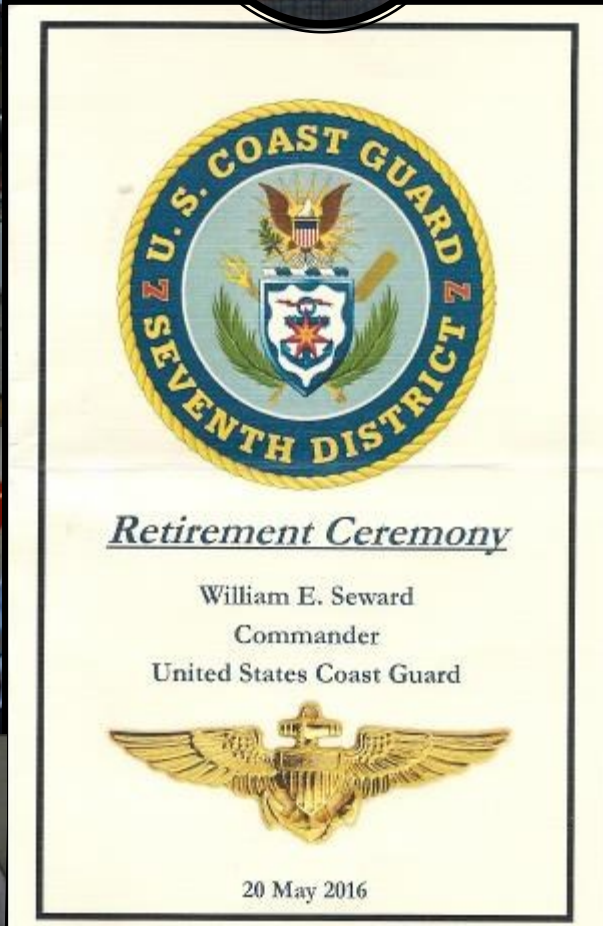
The team:

Elizabeth Elliott
Kjel Johnson
Linda Combs
Fred Combs
Julianne Bouchard
Carol Moppert



PS: we were awarded the Meritorious Team Commendation for our work

Thank you for your Service



Photos Taken by Vickie Aponte,
Auxiliary Affairs Assistant

Thank you for your Short but Much Appreciated Service



**Commander Paul D. Lehmann,
District 7 Director of Auxiliary**

**Submitted by District 7
DIRAUX Staff**

On Thursday, June 23, 2016 a farewell luncheon for Commander Paul D. Lehmann was attended by USCG , USCG Auxiliarists and members of the DIRAUX Staff. Commander Lehmann served as interim Director of Auxiliary for District 7 from May 20 to July 1. He is a reservist and works as a civilian employee of Waterways as an environmental specialist.

Along with serving as interim Director of Auxiliary for District 7, Mr. Lehmann has been leading the Seventh District and the Coast Guard in environmental compliance and was recognized by the Vice Commandant for outstanding work and leadership in environmental stewardship. Renowned as an expert in environmental law, he trained 98 people from District Seven Sectors on maintaining compliance with National Environmental Protection Act (NEPA) requirements, Endangered Species Act, Historical Preservation Act, Coastal Zone Management Act, Migratory Bird Treaty and National Oceanographic and Atmospheric Administration biological opinions.



(L-R) Bruce Wright, Ruth Fernandez , Vickie Aponte, Julie Bouchard, Humberto Jahen, OS 2 Anthony Lockhart, Joyce Lambton, CDR Paul Lehmann, Tony Miyar, Henry Ventura



HR Department

HR Tribute to a Dedicated Officer

Wilson Irizarry-Dehoyos



The HR Department was saddened to learn of the passing of Wilson Irizarry-Dehoyos, a dedicated officer who served as the Division 1 SO-HR Officer for three years. There was not a more dedicated and supportive officer. He always had a warm, pleasant outlook. Even though we had a slight language (my New York accent and his Puerto Rican accent) but that did not stop us. I remember giving an electronic workshop and he had his daughter there to translate. I just had to remember to speak slowly.

It was an honor and a pleasure to both know and work with him. Rest in peace my friend.

Memories





Division 1

Passing of a Truly Dedicated Officer



Wilson Irizarry-Dehoyos



Submitted by Carlos E. Carlsson,
VFC—Flotilla 17

Wilson Irizarry, VCDR—Division 1

A true volunteerism who knew the meaning of voluntarism. He was an honorable man a boss who led by example, he was always there with a helping hand to assist any member who had a problem. Never hear Wilson say no, he always said yes with his unique smile. Always took care of his shipmates, always looking for the best for the Auxiliary community.

This Division Vice Commander will never be forgotten in Division 1 because he was a loyal person, a person you can trust, he was a

shipmate you could always count on. A volunteer second to none. Loved wearing his uniform with pride. A true American and a veteran of Desert Storm.

Wilson, I will never forget you my friend. Now you are in heaven watching over us taking care of a Division in Heaven and putting in order the Human Resources Office in heaven.

Watch over us shipmate soon we will report with you again. Rest in Peace and may God bless your soul. Fly high like the Dolphins you loved watching at AIRSTA Borinquen.



On April 16, 2016, the day of his passing, he participated in Step4DEM held at Jobos Beach, Isabela PR. Surfers took special needs kids, especially those with autism and lay them on their surfboards, then take them into the ocean. (L-R) - Agustin Perez-17, Carlos E. Carlsson-17, Hector Vega-17, Wilson Irizarry-18 and Manuel J. Cruz-18.



Joel Chevere, FC-17
Honor Guard



Division 2



USCG Auxiliary and The USCG Academy Admissions Partner Program



**Submitted by David John Sot,
USCG Academy Admissions
Partner Flotilla 29**

The U.S. Coast Guard Academy is the smallest U.S. Federal Service Academy. Offering to qualified applicants a four-year Bachelor of Science Program with a curriculum heavily oriented in math, science and engineering. Students receive a full scholarship valued at \$500,000; graduates serve a five (5) year Military commitment after graduation. Admission to the Coast Guard Academy is based on nation-wide competition no congressional appointments are required. This Academy provides academic programs, a structured military regimen and competitive athletics.

Who are Academy Admissions Partners? We are volunteers for United States Coast Guard Academy Admissions Office, located in New London, Connecticut. We recruit, interview and assist in recommending candidates. Currently there are 344 USCG Auxiliary Admissions Partners; Auxiliarists comprises 30% of the total Admissions Partner group.

Partners attend college fairs, Congressionally sponsored service Academy Events, and present appointment certificates at graduation award ceremonies. Outreach Partners make visits to high school guidance counselors, coaches, civic organizations and community youth organizations, as well as math and science teachers. Partners may also visit with prospective cadets and their families to share information about the admissions process and the cadet experience. They also conduct interviews with qualified applicants in their local area. All these venues present an excellent opportunity for Academy Partners to act as Academy Representatives and Good Will Ambassadors.

The weeklong Summer Academy Introduction Mission (AIM) Program is one of the most challenging and rewarding opportunities for college-bound high school students who are interested in finding out what it is like to be a U.S. Coast Guard Academy Cadet. Students participate in a program that challenges their self-discipline, physical stamina, commitment to service and capacity for teamwork. The AIM Program is one of the U.S. Coast Guard Academy's largest recruiting efforts. Five hundred of the most qualified high school rising seniors are selected for the AIM Program. Each applicant must be a U.S. citizen, a junior in high school and be between 16-18 years old when attending the program. They should be in good health and physical condition – able to run, do push-ups, sit-ups and handle Connecticut's heat and humidity during the summer.

The opportunity for Auxiliarists to participate in the AIM Program as an Academy Partner is priceless. Selected Academy Partners assist the Active Duty and Reserve members of the Coast Guard during each AIM Week. They assist by standing watches in the Operations Center; assisting during engineering sessions, act as duty drivers moving the AIMSTERS between locations and assisting whenever asked.

Auxiliarist interested in becoming an Academy Partner should visit the web site www.uscga.edu/partners. Click on "Steps to becoming an Academy Admissions Partner" you will be guided through the application process. If there is a need in your area and you are qualified, after attending possibly mentored events you would be considered an official Partner. Official USCG Auxiliary designation is "Academy Admissions Partner, Assistant Branch Chief" with two stripes.

The mission of the USCG Auxiliary Human Resources Directorate, Academy-Aim Division is to facilitate communication between the leadership and management of the Coast Guard Academy and the national leadership of the Coast Guard Auxiliary by maintaining contact with the Office of Admissions of the Academy relating to Auxiliary participation in the Academy Partners Program.



Division 4

LAKE COUNTY, FLORIDA, FLOTILLA 43
NATIONAL SAFE BOATING WEEK/WATER SAFETY



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

Flotilla 43 has teamed with the County's Water Safety Team for the last several years, participating in activities that promote water safety and boating safety. In 2016 the venues switched to multiple weekends, due to the complexity of scheduling people and resources doing events on the same day.

Joe Goloversic, VFC Flotilla 43, led the representation on the Safety Team, and helped put together an ambitious plan. It began on May 7th at the Golden Triangle YMCA pool, and with four flotilla members, who conducted exercises to get kids in life jackets. With a grant from the National Safe Boating Council (NSBC), the flotilla gained twelve children's life jackets from Mustang. These ranged from Youth, Child and Infant sizes. At the pool, over twenty kids donned jackets, put on by their parents. Instructions to the parents regarding proper fit and size were explained, and urged to always wear them while on boats or docks.



May 14 dawned with Joe and five members assembling at Clermont's public beach on Lake Minneola to meet folks from the southern part of the county. Over sixty kids put on jackets and ran into the water, well, most did. Again the parents put the jackets on their kids, and the kids experienced the buoyancy of the jackets. Some got in a canoe for reinforcement of how tippy canoes are and the reason to wear your jacket. Life guards demonstrated how they assist people in trouble, and a CPR station was set up so the kids could administer compressions.

On May 21, two venues went into action. Fruitland Park pool had four members doing things described above for a couple of dozen children. Fruitland Park is a small community in the north, so this exposure was probably a first for those citizens. Down in Leesburg, Joe assembled three members plus Bruce Wright, the District 7 Recreational Boating Safety (RBS) specialist. A huge crowd showed up, and in relays of twelve kids per group, jackets were donned and two canoes carried them across the pool. Towards the end of the session, the flotilla conducted the Ready Set Wear It exercise. Life guards donned our Mustang inflatable jackets and every kid's jackets went on children. Under a tent on bleachers, twenty-four folks cried out the countdown, and as the inflatable jackets blew up, a cheer went up.



Pictures were taken and submitted to the NSBC for inclusion in the National Ready Set Wear It attempt for a new world's record. About sixty people around the pool got to see this unique exercise and learn about these new comfortable life jackets.

In all, we worked with over two hundred children delivering the Wear It message. We had great weather, and our members gained great satisfaction working with these kids. While the County Water Safety program is mainly directed at water safety, our contribution adds a new dimension to that effort. On average, eight children drown in the county each year, and since we have over 1400 named lakes, water is everywhere in Lake County. The flotilla is proud to be a part of this mission, to reduce accidents in and around water.



Division 5

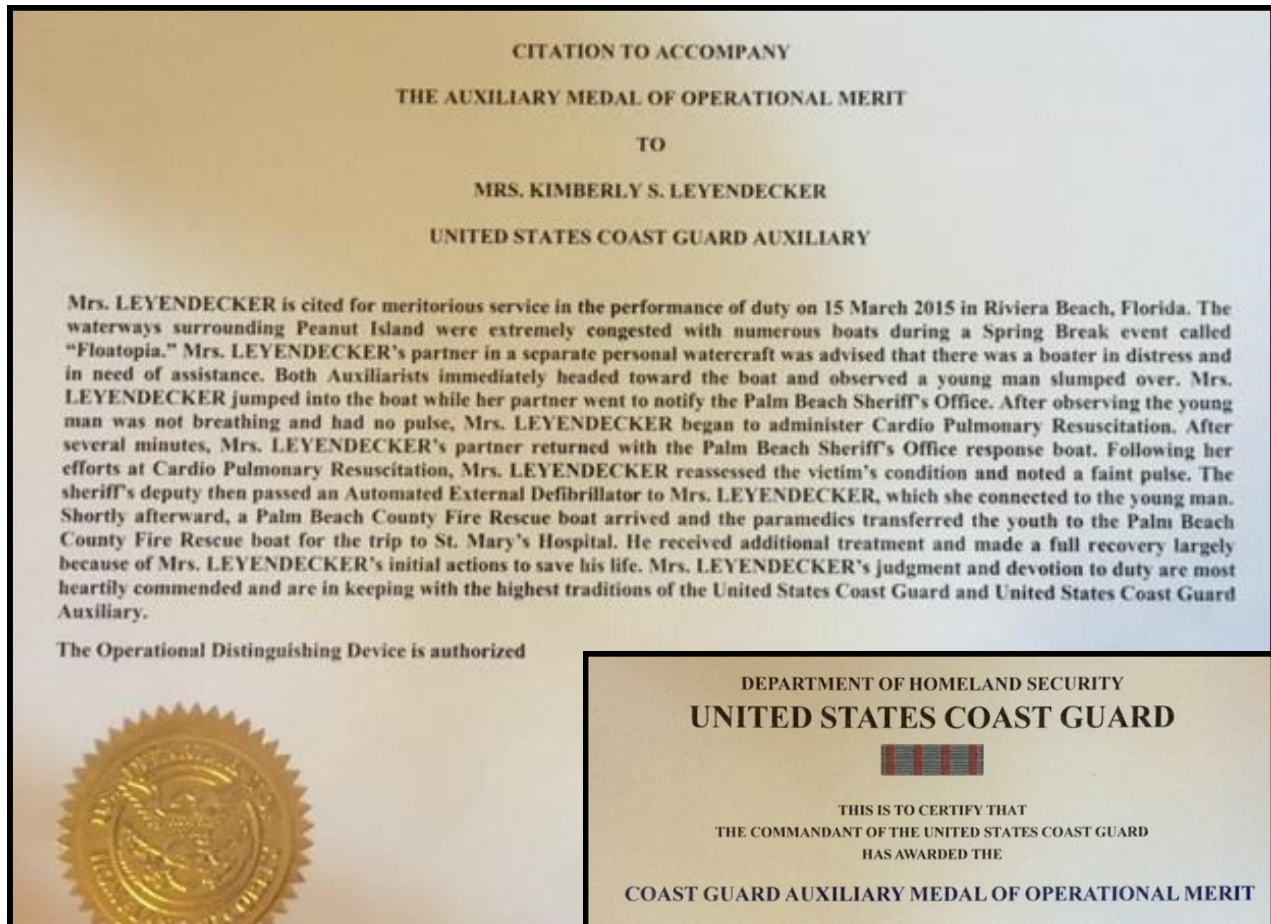


Auxiliary Award of Operational Merit



Submitted by Tim Leyendecker,
FSO-HR—Flotilla 51

Monday, June 20, at Flotilla 51's monthly meeting, the Auxiliary Award of Operational Merit was presented to its member, Kimberly S. Leyendecker by Commanding Officer BOSN4 Gene J. Gibson.



Presentation: (L to R): CO BOSN4 Gene Gibson, Kim Leyendecker and CG Liaison Officer, BM3 Rachael Green



Given to Auxiliarists in recognition of outstanding skill in performing an assist, rescue or other meritorious operational service. This award recognizes outstanding achievement or service of an operational nature (defined as direct, hands on, underway, surface or airborne aviation mission activity) worthy of special recognition. To receive the Medal of Operational Merit, only skill is required, not extreme skill, and therefore does not have to be a risk to the Auxiliarist's life. Outstanding operational performance and other meritorious operational service have been included in this category.



Division 5



What is all this Activity in our Flotilla with “About Boating Safely” Classes

Submitted by Gregory Barth, FC
Photo by Bob Dipaolo, IPFC
Flotilla 52



Gregory Barth, FC—Flotilla 52

Yes our flotilla is giving a lot of “About Boating Safely” classes. We have taught ten so far this year and expect to teach at least seven more. These are made possible by generous donations from both the AustinBlu Foundation, www.austinblufoundation.org and the Perry J Cohen Foundation, www.pjcf.org not-for-profit organizations dedicated to raising awareness and promoting educational programs to improve boater safety.

AustinBlu was founded in memory of Austin Stephanos, one of the two teenagers who lost their lives off shore last year. Perry J Cohen Foundation was founded in memory of Perry Cohen the other teenager who lost his life.

The Austin Blu Foundation in partnership with our own Loxahatchee River Center are making a six-month series of classes possible that we teach at the River Center.

The Perry J Cohen Foundation is making classes available at the Jupiter High School,

to the Sea Cadets, our Spanish Class last weekend as well as some other locations.

Getting ready for this took some work. First of all we needed more instructors. We ended up training and qualifying six more instructors. That gives us thirteen in total. Not bad for a flotilla of forty-four members.

Qualified instructors include:

Barth, Greg
Bolsch, Ken
Cleveland, Mark (New)
DiPaolo, Robert
Gentile, George
Mullins, Mort
Schiffbauer, Ed
Sheetz, John
Sheriff, Norman (New)
Stripling, Jack (New)

Spanish Qualified

Gil, Carmen (New)
Rodriguez-Cortes, Luis (New)
Vizcarrondo, Carlos (New)

Additional teaching aids that we needed were as follows:

A full set of life vests, Type I, II, III, IV & Type V and a Hand Held Radio which were donated to the flotilla by the Jupiter Inlet Safe Boating Association.

An EPIRB and some different Personal Locator Beacons that were donated by ACR Electronics.

We are off and going and expect to graduate over 300 students this year.



Bowline



Figure 8 Knot



Division 9



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

There are those people who are born upon this earth whose lives are lost in the vastness of the masses, and they leave the earth unknown and little remembered. But then there are those whose life is lived in such a way that it touches many and inspires others to achieve greatness. Commodore Allen W. Brown was such a man.

Commodore Brown (1931-2016) began serving his country in 1955 upon graduation from the U.S. Naval Academy, the Philadelphia Divinity School and Trinity Theological Seminary. Dr. Brown served twelve years in the U.S. Marine Corps during which time he also became an ordained Episcopal priest. After his ordination, he began serving as an Army Chaplain (4th Infantry Division) which included a tour of duty in Vietnam. Commodore Brown distinguished his service by being awarded the Legion of Merit, a Bronze Star for Valor and a Meritorious Service Medal. After serving his country for over twenty years, Dr. Brown retired from active duty. He continued his theological passion by serving on the staff of the Bishop of Virginia and the Presiding Bishop of the Episcopal Church in New York until he retired from that position in 1996.

But Allen Brown was not done with service to his country or to his belief. Sometime in the late 1990's, he was drawn to the U.S. Coast Guard Auxiliary. It was an easy and logical fit for the man and the organization. He volunteered for various positions and ran for various elected offices, working his way up through Flotilla Commander to finally being elected the Commodore of District 7 in 2007-2008. When others needed assistance with personal matters or encouragement to seek office or more training for carrying out Auxiliary missions, he was there to help. He was someone who could be counted upon.

His passing or as we say, "Crossing the Bar", was one that gave many Auxiliarists who knew him a pause and a time to reflect upon our own commitment to service. May we do as well as Commodore Brown. Semper Paratus.



Division 14



National Safe Boating Week 2016



SAFE KIDS WATER SAFETY FAIR at the Jacksonville Zoo. Over 1800 children attended the event.



David Howells, Bob Strong and Zach Kelly staffed the Public Affairs Booth, which featured a display on how long it takes various garbage and trash items to dissipate in the environment.

Did you know it takes 600 years for monofilament fishing line to break down and disappear?



National Safe Boating Week also included our monthly About Boating Safely Public Education class which was attended by 10 students.

Instructors included Bob Strong, Dan Hess and Paul Burns, with assistance from Mike Mueller and Kevin Kalil.



Vessel Safety Checks were performed at both the John T. Lowe and Mandarin Park boat ramps.

The Vessel Examiners (VEs) who participated included Kevin Koehl, Ralph Little, Eric Linda and Bob Strong.

George Law, and Marion Linda also participated in the Vessel Safety Check event.

**Taken from *Eight Bells*,
Flotilla 14-8 Publication**



Division 17



UNINSPECTED PASSENGER VESSEL TRAINING BASE MIAMI BEACH

Submitted by Christopher von Zwehl,
ADSO-MS AWW Coordinator

With the need for Uninspected Passenger Vessel (UPV/ 6-Pack) voluntary exams on the rise in D7, there was a great desire on both the Gold and Silver sides to get more Auxiliarists trained to conduct exams. Several highly qualified UPV Auxiliary Examiners offered to travel around the district to assist Sector vessel inspection operations, to hold training workshops both in the classroom and dockside. As discussions progressed, D7's own George Peek (17-6), DVC-PV for the National Prevention Directorate, and Ed Pratt (13-1), ADSO-MS-I, offered to instruct the first of many two-day, weekend stayover classes.



The initial site chosen was USCG Base Miami Beach. Thanks to the gracious support of our host USCG Captain Ben Davis, Commander, Base Miami Beach, Sector Miami (SECMIA), his very competent staff, D7 DIRAUX's YN2 Joyce Lambton, D7 Auxiliary Public Affairs Liaison Nichole Betterson, and many others, we managed to pull it all together for Friday, April 29th through Sunday, May 1st. While working through many logistics issues such as permissive orders, housing arrangements and so on, the toughest challenge was trying to figure out how to (if at all) conduct trainee sign-offs. The ultimate decision for this first event was not to attempt to sign off Professional Qualification Standards (PQS) elements. We had eighteen Auxiliarists present, representing four Sectors (Miami, Jacksonville, Key West, and St. Petersburg) and ten divisions from D7. All would need their own sectors to conduct on-the-job training and sign-offs based on their individual Officer in Charge, Marine Inspection (OCMI) policies. Future activities such as this going forward, coordinated at the District and Sector levels in Marine Safety (MS), will likely see only the Auxiliary instructors and their aides with the

appropriate qualification go to a Sector operation to minimize costs. There they will assist with the training of Auxiliarists (and the Gold side) only from that Sector, while actual sign-offs are conducted dockside by Gold and Silver personnel with the appropriate Sector Letter of Designation (LOD) and approval. What was thought to be a set-back (the galley not being open), made Auxiliary Fellowship kick in to high-gear as we car-pooled for lunches and dinners in South Beach. Almost every Auxiliarist who attended was already actively involved in MS or recreational vessel exam activities at the flotilla and/or division level. They were most enthusiastic to get the proper training, go back to their respective sectors, get qualified, and then go out and get the job done. On a wonderful closing note, on Saturday, April 30th at lunchtime we got a one-hour tour of the Sentinel Class Cutter Bernard C. Webber (WPC-1101) by the operations officer.



One of our Auxiliary UPV Instructor Aides present, George "Skip" Coleman (17-6), was a friend of CWO Webber, about whom the recent 2016 movie "Finest Hours" was made.





Welcome



Division 1

Acevedp_Rodriguez, Suzanne
Lopez, Marcos A.
Matos_Rodriguez, Wilfredo
Rosado_Alfonso, Ivan G.
Soto_Rosado, Angel
Torres_Santana, Wilfredo

Division 2

Celaya, Leonard
Celaya, Margaret A.
Einert, Edwin A., Jr.
Galloway, Tony D
Luckenbach, Ellen
Luckenbach, Rodney

Division 3

Blevins, Roman D.
Fleming, Johanna E.
Doblmeier, Robert A.
McManus, Alison C.
McNamara, Mary E.
Morrison, Daniel I.
Neunzig, Barry J.
Nunez, Luis E.
Quintela, Edward

Division 4

Fisher, Eric A.

Division 5

Carlson, David P.
Johnson, Brian T.
Klemfuss, Daniel A.
Kropp, Brad A.
Jarosak, Theodore J., Jr.
Rodriguez_Cortes, Luis
Ross, Tammy

Division 6

Caymares, Rene
Cintron, Leon
Mellini, Esteban C
Soderholm, David E.

Division 7

Binder, Don L.
Blind, Shannon M.
Locklear, Danette E.
Phillipp, Edward T. Sr
Savaglio, James J.
Smith, Dennis E.
Torres, Sean M.
White, Charles T. Jr.

Division 8

Brehm, Robert C.
Cline, Keith A.
Fairchild, Joseph L.
Fitzgerald, Jennifer L.
Glover, Keith J.
Harvey, Robert P.
Lento, Peter J.
Laszlo, Apathy B.
Martin, Anthony M.
Mitchell, William T. Jr
Ragan, Arlo
Saba, Donald L.

Division 9

Bojan, Nancy J.
Bojan, William Z.
Durham, Wade H.
Gargiulo, Carlo D.
Kish, Donald S.
Lester Ronald
Lipari, Michael
Milkowski, Judith A.
Nickel, David
Pope, Douglas J.
Ricketts, Michael J.
Roundtree, Kim L.
Tuttle, M.G.

Division 10

Cichanowicz, Paul
Curtis, Melanie B.
Deloach, Candi A.
Hill, Raymond

Division 11

Calzada, Raul
Elza, Zachary W.
Homan, Michael R.

Division 11

Paolillo, Daniel A.
Ramos, Jose Jr.
Woodlock, Jerry J.

Division 12

Feltman, Alexander M.
Goetzman, Chad J.
Gresle, Philippe O.

Division 13

Armstrong, Harold T. II
Birdsall, Joane A.
Birdsall, Robert W.
Katzenstein, Victoria
Meier, Charles D.
Sprinkel, Shawn P.

Division 14

Baena_Tabares, Sebastian
Gautille, Carmen A.
Mcafee, Johnny L.
Miller, Lesa K.
Mueller, Michael
Steward, Kathleen D.
Tonetti, John E.
Vitry, Mark J.

Division 15

Artim_Kishpaugh, Martha
Blumhardt, Charles A. Jr .
Griffith, David G.
Griffith, Jennifer R.
Gunther, James J.
Holliday, Catherine
Moore, Edwin A.
Riedel, Brooke T.
Steitz, David P.
Varno, Steven S.

Division 16

Smolarz, Joseph R.

Division 17

Peterson, Mark W.
Sawko, Raymond R.
Schuler, Steven G.



Thank you



2016 Retirees

April 1, to June 30, 2015

Department of Homeland Security United States Coast Guard Auxiliary

Takes pleasure in conferring to:

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Williams, Dorothy	13-4	32
Morrice, Vernetta	13-8	28
Klein, Harvey S.	13-4	27
Berzins, Elaine	84	26
Paterson, Patricia	84	26
Hill, Fred	43	25
Banas, Donald J.	34	23
Tohulka, Mark D.	67	22
Shivers, Herbert G.	11-7	21
Ellis, Gary W., Jr.	67	20
Farmer, Louis.	13-4	18
Farmer, Caroline A.	13-4	17
Poyser, Alan W.	96	17
Price, Lorne H.	13-4	17
Price, Natasha	13-4	17
Ross, Patricia	13-4	16
Vanoss, John	84	16
Muller, Max	23	15
Parker, Henry	10-11	15

RETIRED STATUS

in the

United States Coast Guard Auxiliary

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

Crossing the Bar

April 1, to June 30, 2016



Wilson Irizarry_Dehoyos
Division 1

*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.*



Guy Mariande
Division 4



Ray Zanarotti
Division 5

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



Robert C. Zarnetske
Division 8



John R. DeFalco
Division 9

*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



John G. Murray
Division 12

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



Donald Davis
Division 12



Russell Anderson
Division 13



William Chandler
Division 13



Matthew Forelli
Division 13



Edward Katz
Division 13



John H. Greve Jr.
Division 16



Richard F. Ruddock
(Ret)
Division 17



Walter E. Frumerie
(Ret)
Division 13



Kenneth Hollsten
Division 15

Trivia



One of the United States' patriotic songs, "Yankee Doodle" was originally sung by British military officers prior to the Revolution as a means to mock the disorganized American colonists who fought alongside them during the French and Indian Wars.

Three U.S. Presidents, John Adams, Thomas Jefferson and James Monroe, died on July 4th; Adams and Jefferson died within hours of each other in 1826 while Monroe died in 1831.

To avoid cracking it, the Liberty Bell has not been rung since 1846. To mark the quintessential day, every fourth of July it is symbolically tapped 13 times.

John Adams and Thomas Jefferson are responsible for the bald eagle as the national bird; Benjamin Franklin wanted it to be the turkey.

Eight of the 56 signers of the Declaration of Independence were born in Britain.

Becoming a Coast Guard rescue swimmer is extremely hard. More than half the people who try out fail.

Anthony Christy was the oldest active serving Coast Guard member. The keeper of the Christiana Lighthouse in Delaware, Christy died on duty in September 1862 at the age of 105.

The first permanent Coast Guard Air Station was in Cape May, New Jersey, in 1926.

241,090 Coast Guard members served during World War II.

While many animals have served as mascots aboard Coast Guard vessels, Sinbad, a dog, is one of the service's most famous. He served on board the cutter Campbell during World War II, keeping troops company during their voyages.

Over 100 USCG units participated in the D day landing

The Coast Guard refers to a vessel as a "cutter" if it's over 65-feet long.

From 1942-44, the Coast Guard had a championship hockey team called the Cutters that played in the Eastern Amateur Hockey League, considered to be one of the most competitive leagues of its time.

Commander Bruce Melnick, the chief test pilot at the Coast Guard Aircraft Program Office, was the first guardian selected by NASA to serve as an astronaut. He flew on the Space Shuttle Discovery in 1990 and on the maiden voyage of the Space Shuttle Endeavour in 1992. He has logged over 300 hours of space flight.



Did you Know?

MY NAME IS OLD GLORY

Significance of the colors:

The color **red** represents valor, fervency and zeal.

The color **white** is for hope, purity, rectitude and cleanliness of life.

The color **blue** is for heaven, reverence to God, justice and truth.

The version of the flag the U.S. uses today is the 27th.

The 50th star was added in 1960, a year after Hawaii joined the U.S.

At one point in 1795 the flag had 15 stripes, one for each state.

Vendors often use the Pantone shades 193 C and 281 C for the flag's red and blue.

The flag is always flying at the White House, Fort McHenry in Baltimore and the Iwo Jima memorial in Arlington, Virginia.

The Pledge of Allegiance was penned in 1892. It read, "I pledge allegiance to my flag and the republic for which it stands, one nation, indivisible, with liberty and justice for all." Congress added the phrase "under God" to the Pledge of Allegiance in 1954.

The United States Flag is the third oldest of the National Standards of the world; older than the Union Jack of Britain or the Tricolor of France.

There are five American flags still standing on the moon, but they're all probably bleached white.

The name "Old Glory" was given to our National Flag August 10, 1831, by Captain William Driver of the brig Charles Doggett.

The flag was first authorized by Congress June 14, 1777. This date is now observed as Flag Day throughout America.





Did you Know?

How the CG Got its Racing Stripe

Written by William H. Thiesen, Ph.D.

How a president, talented industrial designers and service leaders created the modern Coast Guard's brand identity

On Ocean Station November in the Pacific Ocean in October 1956, the U.S. Coast Guard cutter *Pontchartrain* was responsible for rescuing a downed transoceanic passenger aircraft. On the 19th, the Pan American clipper *Sovereign of the Skies* lost two of her engines en route from Hawaii to California. After the aircraft radioed the cutter and ditched, the cutter sent out its small boats and gathered all thirty-one passengers and crew. When one survivor gained the safety of the cutter deck, he gratefully exclaimed, "Thank goodness for the Navy!"

Sadly for the Coast Guard, this case was one of dozens in which the service seemed unrecognizable to the public it served. In the intervening years, however, the service has experienced a rapid shift from mistaken identity to an instantly recognizable brand. Today, mariners in distress understand exactly who is arriving to help them, owing in large part to the prominent orange stripe painted on every Coast Guard vessel and aircraft.

Jack Kennedy was acutely aware of the importance of imagery, having relied heavily on image building in his successful 1960 presidential campaign. When they moved into the White House in 1961, the president and first lady began an effort to reinvent the image of the presidency. With the aid of professional designers, first lady Jacqueline Kennedy redecorated the White House interior. The Kennedys also met with architects to direct the design and renovation of buildings surrounding Lafayette Square, a park located next to the White House.

President Kennedy next undertook a redesign of the presidential jet Air Force One. Kennedy believed an initial design and paint scheme provided by the Air Force appeared too regal. On the advice of the first lady, he turned to French-born industrial designer Raymond Loewy, whose work had been recognized the world over during the postwar period. Loewy's Air Force One design won immediate praise from Kennedy and the press, and the aircraft became an important symbol of the president and the United States in official visits across the country and overseas.

Delighted by the look of Air Force One, Kennedy granted Loewy's request for an appointment on May 13, 1963. During the meeting and another the next day, the men discussed improving the visual image of the federal government, and Kennedy suggested Loewy start with the Coast Guard. Shortly after the meetings, the design firm of Raymond Loewy/William Snaith, Inc. received a contract for a 90-day feasibility study. In January 1964, the firm recommended the Coast Guard adopt an identification device similar to a commercial trademark—a symbol readily identifiable from a distance, easily differentiated from other government or commercial emblems or logos and adaptable to a wide variety of air and sea assets.

The effort became known as the Integrated Visual Identification Program. During the prototyping process, Loewy/Snaith suggested using a wide red bar to the upper right of a narrow blue bar canted at 64 degrees and running from right to lower left. The Loewy/Snaith team designed its own stylized version of the traditional crossed-anchor Coast Guard emblem for placement on the center of the red bar. Within the service, the design became known as the "racing stripe" or "slash" emblem.



The service tested the racing stripe design using cutters and facilities in the Coast Guard's 7th District, in Florida, because of mild weather conditions and the variety of sea assets stationed there. Coast Guardsmen painted the prototype slash on the cutters *Diligence* and *Androscoggin* as well as a buoy tender, service vehicles and buildings in Miami. At North Carolina's Air Station Elizabeth City, crews affixed the slash to a Sikorsky HH-52 helicopter, a Grumman HU-16 "Albatross" amphibian and a Lockheed HC-130 "Hercules" fixed-wing aircraft.

During the prototyping process, the Coast Guard decided against the Loewy stylized shield and opted for the service's traditional shield emblem instead. While the plan received the stamp of approval, details were ironed out during the initial rollout. By early spring 1967, most outstanding issues had been resolved, including the lettering font and paint color specifications. On April 6, 1967, Coast Guard Commandant Edwin Roland issued an order that formally ended four years of design study and experimentation with wide implementation of the Integrated Visual Identification System.

The adoption of the racing stripe initially met resistance from the Coast Guard's service culture, however, during the late 1960s and early 1970s, the symbol appeared on every maritime and aviation asset in the service. By 1975, the Coast Guard's sail training ship *Eagle* was the last service asset not sporting the emblem. Traditionalists had long held that the racing stripe would destroy her classic lines, but with preparations underway for Operation Sail 1976 to celebrate the nation's bicentennial and *Eagle* to serve as the host ship, Coast Guard leadership saw an opportunity to present the service's brand identity to the world. By the opening of OpSail '76, the racing stripe was applied to *Eagle*'s hull, and the emblem received the public stamp of approval when CBS news anchor, veteran sailor and OpSail TV commentator Walter Cronkite singled out *Eagle* and her racing stripe logo with approving remarks.

Since the 1970s, the Coast Guard racing stripe and color scheme has been applied even to assets not commonly associated with the service. With alterations in coloration and angle, the racing stripe has become a symbol for many sea service vessels at the federal, state, county and municipal levels in the United States; scores of foreign sea services have adopted a similar emblem.

During the past 40 years, the U.S. Coast Guard has served throughout the world and collaborated with foreign coast guards and sea services. In recent operations, the presence of Coast Guard cutters with their racing stripe and traditional color scheme has proved a de-escalating influence in high-tension maritime missions. These include naval operations during Operation Iraqi Freedom and the 2008 deployment of cutter *Dallas* to the Black Sea during the war between Russia and Georgia.

The Integrated Visual Identification Program stands as the most successful branding program of any federal military agency and possibly of any agency in the U.S. government. Where many could not identify the Coast Guard's assets before it adopted the racing stripe, most individuals connected with the water do now. When victims on the water or in coastal areas see ships or aircraft painted with the orange slash, they can rest assured that help has arrived. For this, credit is due to a visionary president, talented industrial designers and service leaders who saw the importance of a brand identity for the U.S. Coast Guard.

Did you know?



Memorial Day

General Logan, commander in chief of the Grand Army of the Republic, set aside May 30, 1868 "for the purpose of strewing with flowers, or otherwise decorating the graves of comrades who died in defense of their country during the late rebellion."

□

It wasn't until a whole century later that Memorial Day became an official national holiday (1971), meaning that people were able to keep the tradition going on their own for years and years.

Several Southern states celebrate Confederate Memorial Day on different days in the spring season to remember those who fought for the Confederate State in the Civil War. Many states even close state offices when observing the tradition.

Due to the controversy over celebrating the confederacy and its flag due to the racism attached to its meaning dating back to the civil war and the fight to free the slaves, many Southern states have been forced to change their traditions accordingly.

In Georgia, for example, Confederate Memorial Day was changed this year to simply "State Memorial Day."

"Most state employees will still take Monday off, but they will no longer officially be memorializing the South's casualties. That's because Gov. Nathan Deal last year struck Confederate Memorial Day and Robert E. Lee's birthday from the state's official holiday calendar, replacing them with the less controversial nomenclature," said AJC.com.

According to TIME Magazine, Congress passed a law back in 2000 requiring that all Americans pause at 3 p.m. on the day to observe the country's fallen soldiers.

"But this doesn't appear to be common knowledge, or if it is, by 3 p.m. most people seem to be too deep into a hot dog-induced food coma to officially observe the moment," [TIME said](http://TIME.com).

"In 1915, a Georgia teacher and volunteer war worker named Moina Michael began a campaign to make the poppy a symbol of tribute to veterans and for 'keeping the faith with all who died.' The sale of poppies has supported the work of the Veterans of Foreign Wars," said MentalFloss.com.

The symbol not only stands as a symbol for Memorial Day, but also for international events of remembrance as well.

Nicole Gorman,

In 1915, inspired by the poem "In Flanders Fields,"

"Moina Michael replied with her own poem:

*We cherish too, the Poppy red
That grows on fields where valor led,*

