



Breeze

The Official Newsletter of District 7 - United States Coast Guard Auxiliary

VOLUME LX - Spring 2014



District 7 Bridge



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Robert Weskerna
DCOS



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DCAPT-N



Braxton Ezell
DCAPT-W



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DCAPT-E



Walter Jaskiewicz
IPDCO

District 7 in Action



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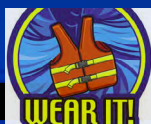


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UNITED STATES COAST GUARD

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FROM THE BRIDGE

SEVENTY-FIFTH ANNIVERSARY

John Tyson
District Commodore (DCO)



Shipmates:

As we celebrate the seventy-fifth anniversary of the founding of the Coast Guard Auxiliary, we should all take great pride in knowing that our collective contribution—millions of hours of service and our dedication to promoting recreational boating safety—have made a major contribution to the Coast Guard mission.

You have helped to save many mariners from the perils of the lakes and seas, and you have helped prevent fatalities and reduce the number of boating accidents. No other volunteer organization in America can boast of such a spectacular record.

To paraphrase a line from Vice Admiral Neffenger's seventy-

fifth anniversary message to the Auxiliary, you “have rightfully earned our highest respect and are a key part of Coast Guard success.”

Congratulations, shipmates, on the completion of seventy-five years of exemplary service to the United States Coast Guard and our recreational boating public.

Semper Paratus,

John

John Tyson
Seventh District Commodore

B R R

FROM THE BRIDGE

75 YEARS THROUGH MY FILTER

Bob Weskerna
District 7 Chief of Staff (DCOS)



In the beginning, the Coast Guard Reserves, now the Auxiliary, was to be a civilian organization. Its members would not hold any military rank, not wear uniforms, not receive any military training, not have any standing superior to the active duty Coasties. They placed their boats at the disposal of the Coast Guard to save lives and property and to patrol marine parades and regattas. Members who did so knew that their personal vessels would be commanded by a Coast Guard officer or petty officer. Yes, the Reserve would cost the government zero. However, in May of 1942, the Secretary of the Navy did authorize uniforms for the new Coast Guard Auxiliary.

As you check through our history (*see the article below, [“A Short Historical Look at the USCG Auxiliary 7th District Since 1939”](#). Ctrl+click the title to jump to that article*), you can find that the C.G. Auxiliary boasted 67,533 members by 1945. You’ll read that those Auxiliarists joining the temporary Reserves earned no veterans’ benefits, nor had much, if any, public recognition.

By 1946, it was decided that the Auxiliary would be a civilian arm of the peacetime Coast Guard. Each of us would be required to own

a one-quarter (or more) interest in a boat, a plane, an amateur radio station, or have some special training that the Commandant thought would be worthy of membership. Interestingly, at that time, if you were considered inactive, you would be encouraged to dis-enroll.

So, what happened? By the middle of 1947 the membership declined by about two-thirds, to 24,273.

Also in 1947, our leadership established two of the four cornerstones of the Auxiliary: Vessel Examinations and Education. Some of you who have been around long enough will recall CMEs (courtesy marine exams). By the mid-fifties, several major insurance companies reduced their rates for boats that passed CMEs and owners who passed an Auxiliary boating course.

Our remaining two cornerstones, Operations and Fellowship, were in place by 1950.

Of the four cornerstones, Fellowship may be the component that sees us through our current challenging times and carries us well into the 21st century. Your membership in the Auxiliary should not only be enjoyable, some say fun, but a source of pride to you. We meet at the flotilla, division, district, and national levels to share our

ideas, as well as good will. The best of our leaders will spend appropriate time and effort in nurturing this cornerstone. [Hint: Don't forget our national meeting, coming up in our own backyard, in Orlando, this August.]

Introducing AUXOP

1952 saw the creation of Auxiliary Operational specialists (AUXOPs). A member who passed seven key courses — Administration, Communications, Patrols, Piloting, Seamanship, Search and Rescue, and Weather—would be entitled to the status of AUXOP—which was symbolized by an insignia on their uniforms incorporating the wreath of excellence.

In 1976, the Coast Guard commissioned a study of the Auxiliary by a private research firm. After all the questionnaires were in, their report summarized the Auxiliary as “... the greatest economical resource readily available to the Coast Guard. It performs in an outstanding manner and its personnel are among the most professional group of volunteers in the nation....” Very nice to hear.

The following year, 1977, brought another study, the Kraine Study, which complimented the work accomplished by the Auxiliary, but urged the regular Coast Guard to do a better job of utilizing Auxiliary resources and to play a bigger role in its administration. One sentence in the report reads, “Many Coast Guard personnel are not [even] familiar with the Auxiliary nor aware of its capabilities.” Still true in many areas.

By the end of the 1970s, membership regained the 46,000 mark.

In 1984, Coast Guard Headquarters started the Boat Crew Qualification Program. To participate in Operations, each Auxiliarist needed to pass a

series of courses supervised by qualification examiners (QEs) [See article below, “Qualification Examiners...”]. Resistance to the qualification program and a stiffening of the Coast Guard policy on assisting vessels in trouble (under pressure from some commercial firms) precipitated a membership drop to 39,144 by 1987, about a 15 percent dive.

This led to another study, which concluded that 39,000 members of the Auxiliary would not be enough to satisfy Coast Guard requirements through the year 2000.



Marker 75

So, here we are, prepared to celebrate the 75th Anniversary of the Auxiliary, on June 23rd. Our organization today numbers about 30,000, twenty-three percent smaller than in 1987. Yet our missions are numerous, with Recreational Boating Safety missions our primary challenge. Our four cornerstones remain firm. Using the language of S.W.O.T. analysis [Eds. Note: A SWOT analysis is a

structured planning method used to evaluate the strengths, weaknesses, opportunities, and threats in a project; See <https://en.wikipedia.org/wiki/SWOT>], our threats might be similar to those of thirty years ago. However, the top of our list of threats now includes financial challenges, and that will not subside any time soon. Some would add to this list the shrinking number of member-owned vessels and aircraft on which we patrol and train.

As we celebrate our 75th anniversary next month, many will be considering what the Auxiliary will look like when we celebrate our next important anniversary. No matter what our challenges, I do know that *you* will be our most celebrated asset. That will always be so. As in all years since 1939, our primary strength is undeniably you—our members.

BBB

FROM THE BRIDGE

ARE WE HAVING FUN YET?

David M. Fuller
District Captain North (DCAPT-N)



As we approach the 75th Anniversary of the Coast Guard Auxiliary, I find myself reflecting on how this organization has changed in the relatively short time (12 years) that I have been a member. Those who have been around longer have seen far greater changes. I am certain that our members who have given 25, 30, and the elite few who have given 50 years of service would amaze us with their tales of changes in the organization.

Of course, the core values of Honor, Respect, and Devotion to Duty are timeless and never change. However, the programs we have and the duties we perform are in constant revision. Most of those changes are to align our standards with Active Duty standards, to improve safety, or implement policy changes inspired by lessons learned or new “best practices.”

Even our focus as an organization has evolved over the years. Currently, our primary focus is on Recreational Boating Safety (RBS), the mission that the Auxiliary “owns,” while we maintain our traditional missions.

Looking to the past gives us a sense of history, a perspective of how we arrived where we are today. While looking to the past is important, we focus on the future, and what it holds for us.

Fellowship

I was fortunate to join a flotilla that took our fourth cornerstone very seriously – Fellowship. Now, as then, we have a core group that socializes and participates regularly, in activities not just for the members, but also for families and friends. We practiced Diversity long before it became a focus, without really realizing we were doing it. We simply welcomed everyone, respected their input, and valued their contributions, big or small. We recognized our performers with awards and hearty handshakes, and we helped members identify what their membership in the Auxiliary would return to them. The very few members who were unwilling to help others or joined for the wrong reason usually did not last very long.

Members join for a variety of reasons and we have generally done a good job of meeting those needs. The proof is in reduced disenroll-

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ments, growth in membership, and members of the flotilla going on to leadership positions in appointed and elected offices at division, district, and national levels. Of course, nobody bats “1,000,” but we seem to have managed to strike a balance, set achievable expectations, and fostered a culture of excellence in all we do.

This culture existed long before my arrival, and I was privileged to carry on the tradition during my time in flotilla leadership. This winning attitude is far more important than skills, initially. We can teach members what they need to know to be successful in their chosen programs if they have the right attitude. No matter how much knowledge a person has, without the right attitude, they probably won't be successful long term. You can tell pretty quickly if your flotilla is on the right or wrong track.

Room to Grow

One of the complaints I hear from members all too often is that they are not having fun anymore. Usually, these complaints center on a few topics—too many policies, too many standards, constantly changing standards, too many hoops and loops to jump through, poor communications, and far too much paperwork.

While the Auxiliary has introduced changes, these reflect necessary changes in procedure and a focused vision of where we need to go in the future, as an organization. Most flotillas have done a good job recognizing these changes and adapting; a few other flotillas



MUTUAL ASSISTANCE CAMPAIGN

The 2014 Coast Guard Mutual Assistance Campaign (CGMA) has rolled out. Letters to Auxiliarists seeking contributions were mailed on March 1. Auxiliarists are a major part of the Coast Guard family and the CGMA program's loans and grants have aided Auxiliarists in need over the years. Your support will go a long way in the success of this year's campaign. Further information about CGMA can be found at www.cgmaHQ.org. 

Source: Mel Borofsky, D7 CGMA Representative, melborofsky@comcast.net

seem stuck in the past and don't want to change. It is human nature to resist change, but change is inevitable in life, in everything we do. Not exactly the same as death and taxes, but you get the point.

So take a look at your flotilla and ask the question – Are we having fun yet? If the answer is anything other than a resounding yes, then start thinking about how you might change the answer.

Change: the Only Constant

Do you need to poll your members to find out what they want out of their membership? You will have a tough time changing anything until you know the direction in which to go. Why do members join, why do they stay, and why do they leave? How many who leave would say they left because they did not have fun? Do you have social events? Do you need a social committee? Do you have guest speakers from outside the organization speak at your flotilla and division meetings? Are your meetings dull and boring? Could they be described as being like sitting there watching paint dry? How about an adjustment as simple as the day and time of the meetings – is it convenient for members to attend?

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How about member training? Are you offering the training that your members want? Are you using all the tools at your disposal, and are you tapping other flotillas and your division as resources? Are you employing mentors, not just for new members, but to develop future appointed and elected leaders? Leaders are not born – they are trained. And we train them.

If you sit down and brainstorm with other flotilla members, I am certain you can come up with a long list of other questions – questions that require honest answers – to make your flotilla more fun.

Effective change comes from a consensus; the discussion will help identify, and focus on, the direction you need to take as a flotilla. It will be time very well spent.

Since change comes gradually, don't expect overnight success. Setting new expectations and changing the culture improves your likelihood of long-term success. Short-term fixes and those without member buy-in have little chance of success.

Those of you reading this already know which side of the fence your flotilla sits on. Some are vibrant, and some need help. Those flotillas that are having fun can be a mentor to those who are not, and may help change that trajectory.

Every Member Is Responsible – Not Just the Leaders.

One of the things I enjoy most about my position is traveling to our divisions, and occasionally flotillas, to meet our members. I am constantly in awe of the depth of knowledge, experience, and dedication of our members. As a matter of fact, that is one of the greatest strengths of the Auxiliary – our very diverse backgrounds and life experiences.

From our members, I have managed to gather a large number of “gems” that work in our district units. (Because “plagiarize” is such an ugly word, I “borrow” those ideas, to spread those that work on to others.) Not every idea works everywhere else, but when we share “best practices,” we give others a chance to try them.

Perhaps my favorite job – one of my first out of high school – was with a company whose owner had a basic business philosophy that remains timeless. His theory was to take care of the employees first. Happy employees did a better job of taking care of the customers, and the profits had a way of taking care of themselves. He put his people first, and eventually the business grew to be the 800-pound gorilla in its field.

Expressed as a mathematical formula, this philosophy would be:

Employee Satisfaction + Customer Satisfaction = Business Results.

It sounds simple and it is. That same model works for the Auxiliary. Take care of our members, make sure they are having fun, and they will carry out the mission, achieve our objectives, and serve our “customers.”

Leaders Who Lead

Two facts I have found in every place that I have met Auxiliarists is that our members want leaders who lead, and they want to be on a winning team. As volunteers, I also believe that our members want to have fun. Why would we want to volunteer if we were not having fun? To have more fun, work with the members of your flotilla to improve what you are doing. Your future as a flotilla is firmly in your hands, and satisfaction may be the key.

Finally, join me in celebrating the 75th Anniversary of the Coast Guard Auxiliary on June 23. I hope your flotilla is planning an event or series of events to help celebrate this milestone. Make the answer to the question, “Are we having fun yet?” a resounding YES!



FROM THE BRIDGE

OUR PAST 75 YEARS

Braxton R. Ezell
District Captain West (DCAPT-W)

As we approach the 75th Anniversary of the Coast Guard Auxiliary, it is fitting that we look back on the history of our service. The following summarizes some of the major changes that have occurred in the Auxiliary during the past 75 years.

In 1934 a prominent yachtsman, Malcom Stuart Boylan, commodore of the Pacific Writers' Yacht Club in Los Angeles California wrote a letter to the Coast Guard in which he advocated for the formation of an auxiliary flotilla of small craft to assist the Coast Guard during emergencies on the water. During the next five years, he made numerous trips to Washington to promote the idea.

During the 1930's, over 300,000 recreational vessels operated on federal waters and thousands more on state waters. The Coast Guard was responsible for enforcing federal boating laws and safety standards, and they recognized the need for boating safety education. Unlike the Army and Navy, the Coast Guard had no reserve force, and, due to pre-World War II budget cuts, their forces had been reduced to about 10,000 personnel.



Future Commandant of the Coast Guard, Admiral (ADM) Russell R. Waesche, and other officers concluded that a civilian reserve organization could help provide boating safety education, lessen accidents, and improve compliance with federal laws and regulations. As a result, on April 24, 1939 House Bill No. 5966 was introduced in the U. S. Congress, and on June 23, 1939, signed into law, establishing the Coast Guard Reserve.

Originally the Reserve was organized into flotillas, divisions, and districts within the Coast Guard Districts. Flotillas were led by an elected civilian Commander who had a Vice Commander and a Junior Commander as assistants. Five or more Flotillas constituted a Division. Divisions were led by an elected Division Captain, a Vice Captain, and a Junior Captain. Reserve Districts were administered by a civilian Commodore and Vice Commodore. The Coast Guard administered the Reserve through the Chief Director of the Reserve with assistance from fourteen District Directors.

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However, the “winds of war” were stirring and the Coast Guard recognized the need for a military reserve force similar to the Army and Navy. On February 19, 1941, Congress established the Coast Guard Reserve as military service, and renamed the civilian volunteer component the Coast Guard Auxiliary.

During World War II, the Auxiliary became the “eyes and ears of the Coast Guard.” Under a later amendment, Auxiliarists could transfer into the Reserve as temporary Reservists (TRs) on a full-time, part-time, or intermittent basis. The Auxiliary and Reserve primary missions were protecting the home front and releasing active duty Coastguardsmen for overseas combat. Auxiliarists patrolled the waterways and coastline; provided security at ports and onboard ships; put out fires; made arrests; saved drowning victims; conducted harbor patrols and beach patrols; protected transportation routes on the water and defense factories from the water; transported customs officials; enforced blackouts; manned radios; salvaged aircraft; escorted naval ships; conducted antisubmarine warfare; rescued survivors from torpedoed ships; and carried out domestic search and rescue missions.

After the war, the Auxiliary resumed its recreational boating safety missions. In March of 1946, the District Directors and Commodores met at Coast Guard Headquarters in Washington and drafted a blueprint for the Auxiliary as the civilian arm of the Coast Guard.

The Auxiliary and the Coast Guard jointly resolved issues of rank designation and uniforms. Members had two lines of advancement, both achieved by passing qualifying exams. One line lay in progressing through the ranks as Navigator, Senior Navigator, and Master Navigator. The other consisted of training in five special-



ties to be rated as third class, second class, first class, and chief petty officers. In 1947 the Courtesy Marine Examination (CME) was added and in 1948 Public Education (PE) program was added.

In 1952, the Commandant authorized Auxiliary Operational Units (AUXOPS), which originally contained 50 specially trained members, five boats, two aircraft, and two radio stations. This developed into today's AUXOP Program.

The Auxiliary evolved as the Coast Guard utilized it more effectively, which required professional standards and increased accountability. In 1984, the Boat Crew Qualification Program was initiated to help fulfill this need. Qualified personnel were trained and certified as Qualification Examiners (QEs).

As the Auxiliary expanded, the original provisions of Title 14 grew increasingly inadequate. On October 19, 1996, Congress passed the Coast Guard Authorization Act of 1996, the first major reorganization of the Auxiliary since 1939. Title 14 U.S.C. § 822

was amended to read: “*The purpose of the Auxiliary is to assist the Coast Guard as authorized by the Commandant in performing any Coast Guard function, power, duty, role, mission or operation authorized by law.*”

In short, the Auxiliary could perform any Coast Guard mission except military operations and direct law enforcement. The Act also expanded the Commandant's authority to use the Auxiliary to assist other Federal agencies, state authorities, and local governments in areas other than recreational boating safety. The Act also clarified a number of areas including:

- The Auxiliary's legal status as an instrumentality of the United States for the for the purposes, *inter alia*, of the Fed-

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eral Tort Claims Act, the Military Claims Act, the Admiralty Extension Act, the Suits in Admiralty Act, the Public Vessels Act.

- The protection and benefits afforded Auxiliarists while assigned to duty.
- Clarification of the legal status of Auxiliary vessels and aircraft while under orders.

The terrorist attacks on September 11, 2001 brought major changes in the Coast Guard and the Coast Guard Auxiliary. The Coast Guard embarked upon a bold modernization and plan that focused on mission execution. They adopted the Sector construct, which combined multiple commands into a single unified command.

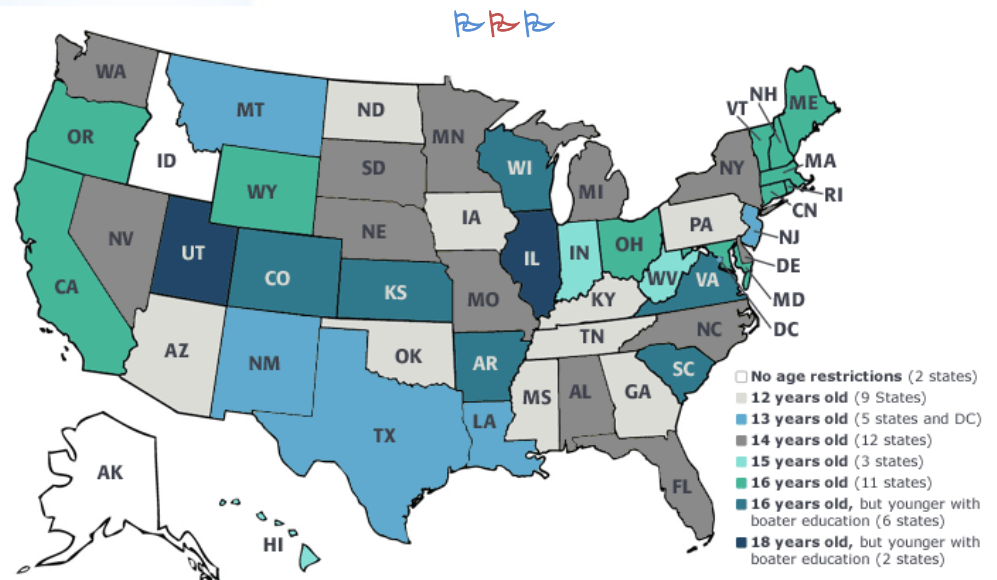
In response to the Coast Guard's modernization, the Auxiliary realigned its organizational structure to reflect that of the Coast Guard. Accordingly, the Seventh District Auxiliary leadership adapted our organizational structure to parallel the Coast Guard's modernized structure. District Staff Officers consolidated under three Directorates: Response, Prevention, and Logistics, each of which is headed by a District Directorate Chief.

At right: Minimum Age To Operate a Personal Water Craft (PWC). For an interactive map and more detailed information on state PWC laws, please visit: www.nasbla.net/referenceguide/

Shortly after the tragic events of September 11, 2001, I joined the Auxiliary. Since then our service has undergone major changes in its organizational structure, personnel policies, operational policies, and missions. Changes will continue to occur and we will continue to evolve. Under the current budget constraints, we will be asked to do more with less. Still we will meet those challenges and continue to provide proven, competent support to the Coast Guard, while we continue to improve our Recreational Boating Safety missions to the American public.

We will enhance our capabilities using electronic systems to deliver member training and leadership development programs. We will honor our members by recognizing their achievements and service. We will provide proven, competent leaders to guide us through the future challenges.

We have a very long and distinguished history of service to the Coast Guard and this nation. While we must not forget our history, we need to chart a bold, new course for the future. We will continue to proudly serve and always remain, *Semper Paratus*.



FROM THE BRIDGE

WOULD YOU KNOW WHAT TO DO TO SAVE A LIFE?

Gary P. Barth
District Captain East (DCAPT-E)



If you were out on a patrol and your shipmate passed out and hit the deck, would you know what to do? When was the last time you attended a CPR (Cardio Pulmonary Resuscitation) or First Aid class? The active duty Coast Guard requires anyone in operations to have CPR training annually. As Auxiliarists, we don't have the same mandate, but fulfill many of the same functions while involved in missions.

There have been many changes in CPR. My personal recollection goes back to the Holger-Neilsen back-pressure-arm-lift method. As far back as 1740, the Paris Academy of Sciences recommended mouth-to-mouth for victims of drowning. Throughout the years, the science and medical communities have recommended various methods to assist in lifesaving. The first chest compression on humans was performed in 1891 by Dr. Friedrich Maass, a German surgeon.

The CPR we know today came in 1960 from the American Heart Association. They developed a program for physicians using closed-

chest cardiac resuscitation. This eventually led to our current CPR training for use by the general public, and it has saved many lives. Because the CPR program and its procedures are constantly being updated, it is important to stay current in your training skills.

So, why should we bother to learn and stay current in CPR skills? The persons you'll most likely save are your family members or shipmates. Conversely, your family members and shipmates could be the ones called on to save your life. We have to remember that most Auxiliarists are more mature (older) and more prone to a sudden cardiac arrest. If you ask your shipmates how many have already had a heart attack, you'd be surprised.

But a cardiac arrest (heart attack) can happen to anyone at anytime, not just those who are more mature. About 400,000 cardiac arrests happen each year outside of a hospital or medical facility. Roughly 90% take place at home. Many of these victims have no prior history of cardiac problems

Heart disease, heart attack and sudden cardiac arrest are each dif-

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ferent. Heart disease means a person is diagnosed with a medical problem that may be treatable if found early. A heart attack is caused by a blockage of blood flowing to the heart. Likely causes include a buildup of plaque in the arteries. Many times, the affected part of the heart muscle dies from the lack of blood supply during the blockage, although the victim may survive. Sudden cardiac arrest is a malfunction in the heart's electrical system. This is a very serious situation and death often results.

So, why do you need the training? Failure to act quickly and properly during a "cardiac event" often leads to death. Yet only about one-third of the population knows how to give CPR. If CPR is started within four minutes of the event and an AED (automated external defibrillator) is used within 10 minutes, the victim has about a 40% chance of survival. For every minute that CPR is delayed, the chance for survival decreases by about 10%.

In 2010, the medical community recommended a change to the recommended CPR procedure. The acronym for the old method was ABC (Airway, Breathing, Circulation). It is now CAB (Circulation, Airway, Breathing). Modern research shows that the most important step is the Circulation (Compressions) for a person to survive.

What To Do ...

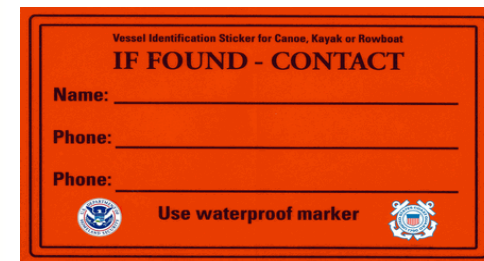
If you have not attended a CPR training class recently, you should really consider doing so. You need not only the theory, but the hands on practice as well. In the Auxiliary, while under orders, you can only do what you have been trained to do.

Here is a quick synopsis of what to do for an adult you suspect is having a heart attack or sudden cardiac arrest.

- Is the scene safe to approach?
- Utilize "universal precautions" (protect yourself from the victim's blood and/or body fluids)
- Tap on shoulders and ask, "Hey, are you OK?"
- If no response, look at the chest for chest rise (breathing) and spend no more than 10 seconds checking for a pulse
- If no pulse and not breathing:
 - a. Send a bystander to get help, call 9-1-1, get an AED, and report back to you
 - b. Start CPR, with compressions first—
 - Place your hands on the lower half of the breastbone, between the nipples
 - Give 30 compressions that are least 2" in depth,

Free 'If Found' Stickers for Paddlecraft

The National Safe Boating Council now has paddlecraft "If Found — Contact" stickers available on their Safe Boating resource page: <http://www.boatingorders.com/freeproducts.html>



These weatherproof stickers for canoes, kayaks or rowboats, with the Auxiliary logo, have space for the vessel owner's name and two phone numbers. They tell emergency responders whom to call when paddlecraft are found adrift without an operator. **This can save the USCG from mounting an unnecessary Search & Rescue mission, saving \$ 5,000 to \$ 80,000.**

To order, scroll down to "Paddle Craft If Found" sticker. Limit one pack of 100 stickers per request. While at that web site, check out some of their other resources. 

Source: Don Goff, BC-BLC, dgoff@cstarsystems.com

(Continued on page 15)

(Continued from page 14)

- at the rate of 100 per minute or faster (count out loud)
- After the 30 compressions, give 2 breaths, using a barrier device —use the chin tilt, not neck tilt
- After giving 5 sets of 30 compressions and 2 breaths, check the pulse and breathing for no more than 10 seconds
- Upon the arrival of an AED, apply the pads to victims bare chest and follow the directions of the AED
- Continue until the victim regains pulse and breathing, other medical help arrives or you simply cannot physically continue

Again, the best way to ensure that you know how to give effective CPR is to take a classroom course under competent supervision.

Remember, the life you save will probably be that of a loved one or a shipmate.....



How to Dock in Four Simple Steps

Docking makes boaters nervous. Throw a little wind and current in the mix, and you can find yourself overwhelmed with things to worry about.

Your technique shouldn't be one of your worries. Coming alongside a dock or bulkhead can be accomplished in just four steps.

The procedure in this video — from Auxiliary RBS partner **BoatU.S.** — is for outboard or stern-drive powered boats. Share it with all boaters.

<http://www.boatus.com/magazine/2013/december/steps-for-coming-alongside-a-dock.asp>



All Vessel Examiners Require Refresher

All Auxiliary vessel safety examiners (VEs) will be required to take a refresher during 2014. The 2014 Vessel Examiner Workshop is a “required” workshop, available online or in a classroom.

Failure to complete the workshop by June 30 will result in the VE going in REWK (required workshop not met) status. VEs are not authorized to conduct VSCs (vessel safety checks) while in REWK status.

If a member falls into REWK status then, after the workshop is completed, the flotilla commander will submit a Recertification Request through the D7 Help Desk to DIRAUX, asking to return the VE to “current” status.

Failure to complete workshop by December 31 will result in the VE going into REYR (annual requirement not met) status. Anyone in REYR status must complete the required workshop and complete two supervised VSCs. The flotilla commander must then submit a Recertification Request, as above, to DIRAUX.

The required VE workshop can be completed at the following site (click to go there). <http://www.uscgaux.info/content.php?unit=V-DEPT&category=WORKSHOPS>

A [video overview](#) on how to access AUXLMS is available here; for [printable directions click here](#).

Source: V Directorate website



FROM THE BRIDGE

CONGRATULATIONS FOR 75 YEARS OF SERVICE

Walter R. Jaskiewicz
Immediate Past District Commodore



As we in the Auxiliary family celebrate our 75th Year of service (1939 - 2014), I can appreciate all the hours of dedication our members have provided to the Coast Guard and our nation over these years. That “dash” — the small mark that separates our founding year of 1939 from our present year of 2014—represents thousands of untold stories about our members and countless hours of personal sacrifices that our volunteer members have proudly provided .

The “dash” symbolizes our history from day one, when the spirit and dedication of our first volunteers lit a symbolic torch to signal the birth of our Auxiliary family.

Since 1939, our USCG Auxiliary members have proudly extended their hands, year after year, to accept and pass on that lighted torch. We pass it along each year, as we continue to honor our commitment: to keep its spirit burning ever so brightly year after year.

Remember the “dash” and what it really symbolizes.

Semper Paratus!

B R R



2014

COAST GUARD AUXILIARY

DISTRICT 7 BOARD MEETING AND TRAINING

SEPTEMBER 18 — 21, 2014

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*****WATCH YOUR EMAIL ... MORE INFORMATION TO FOLLOW*****

LETTERS TO THE EDITOR

LETTERS TO THE EDITORS ...

Stephen Ellerin (DSO-PB)
District Staff Officer-Publications



“THE 2014 BEST IN DISTRICT 7 PUBLICATIONS CONTEST” WINNERS

Best Division Newsletter

1st Place: Division 7 — *Intercom* — Editor: Dottie Riley
2nd Place: Division 15 — *Charlie Noble* — Editor: Mary Patton

Best Flotilla Newsletter

1st Place: Flotilla 79 — *Seven-Niner* — Editor: Dottie Riley
2nd Place: Flotilla 12-6 — *Coastal Currents* — Editor: Jonathan Buie
Honorable Mention: Flotilla 96 — *Hatchcover* — Ed.: Zarela Velasquez

To the Editors:

I just downloaded the latest edition of the *Breeze* and find a major error. At the end of the District Commodore's message on page 5 is a photograph with text. Please note that not only was my name misspelled, but it incorrectly credits me with the photograph and accompanying text.

The photographer was George Papabeis, Flotilla 74, Brandon, Fla. George was aboard the Auxiliary operational facility (OPFAC) *No Mercy*, which was part of the mission. I was the coxswain on the pictured OPFAC, *The Sentinel*.

The purpose of the mission was to obtain a photograph for a national Auxiliary recruiting campaign. The final photograph will be chosen, and its final wording decided, by National Headquarters. The resulting poster will be displayed in multiple airports around the country.

On a personal note—I have attached the final shot with the wording that I personally think is best. I have had it enlarged and it is placed in our

flotilla classroom as a recruiting tool. Again, please note that this is my personal choice and will not necessarily be National's.

When the photo was taken, the aircraft was actually flying at 500 feet over *The Sentinel*, but, for the poster, we electronically moved it closer for graphic photographic value. A disclaimer notice of this appears on the final product.

George Papabeis, with the valued and close assistance of Connie Irvin, DSO-PA, deserves 100% of any photographic credit.

Respectfully,
Tom Loughlin, Flotilla 11-10

Thanks, Tom, for your correction. As promised, we've printed your first choice for the poster, with suggested text, on the next page.

Send your comments, articles and photo submissions to Editor (DSO-Publications) to: D7Breeze@yahoo.com. *Breeze* articles and photos may be reprinted with credit to *Breeze* and the author. RBR

**LAND A
SEA R**

We Are There.



Come Join Us.

UNITED STATES COAST GUARD AUXILIARY

Submission to the Auxiliary national recruiting campaign by Tom Loughlin, Flotilla 11-10, and George Papabeis, Flotilla 74, with assistance from Connie Irvin, DSO-PA. The team created this composite from a photograph by George Papabeis, taken from aboard the Auxiliary operational facility (OPFAC) *No Mercy*; Tom was the coxswain on the pictured OPFAC, *The Sentinel*. The winning poster will appear in airports around the country. See Letters to the Editors, on previous page.

DISTRICT 7 IN ACTION

A SHORT HISTORICAL LOOK AT THE USCG AUXILIARY 7TH DISTRICT SINCE 1939

By A.M. de Quesada, District 7 Historian

With the prospect of a second world war approaching, Congress deemed it necessary to augment the U.S. Coast Guard with a civilian reserve force. On June 23, 1939, Congress amended Title 14 of the United States Code with the Coast Guard Reserve Act of 1939, establishing the U.S. Coast Guard Reserve. The Reserve would be administered by the commandant of the U.S. Coast Guard and composed of unpaid, volunteer, U.S. citizens who owned motorboats or yachts. In 1941, with the Coast Guard Auxiliary and Reserve Act of 1940, Congress created a new, military Coast Guard Reserve and renamed the volunteer organization the U.S. Coast Guard Auxiliary.

Title 14, United States Code (U.S.C.), contains laws of a general and permanent nature, including those that regulate the Coast Guard. The original Title 14, U.S.C., Section 822 stated:

“The purpose of the

Auxiliary is to assist the Coast Guard:

- (1) to promote safety and to effect rescues on and over the high seas and on navigable waters;
- (2) to promote efficiency in the operation of motorboats and yachts;

(3) to foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts;

(4) to facilitate other operations of the Coast Guard.”

In 1996, Public Law 104-324 shortened that mandate to read:

“The purpose of the Auxiliary is to assist the Coast Guard as authorized by the Commandant, in performing any Coast Guard function, power, duty,



During WW2 the Auxiliary answered the call by serving as temporary reservists, thereby freeing “able bodied” personnel to serve on the front. This civilian boat was pressed into service by a Temporary Reserve unit in the Tampa Bay area. (Author’s Collection)

(Continued on page 21)

role, mission, or operation authorized by law.”

Daytona Beach Flotilla among the Oldest

By 1941, Flotillas of the new Coast Guard Auxiliary had begun to spread along the coast of Florida. The 7th District had four divisions, at the time, against today's 17.

Flotilla 44, Daytona Beach, is one of the oldest Coast Guard Auxiliary flotillas in the United States. On December 12, 1941, five days after the bombing of Pearl Harbor and the ensuing entry of the U.S. into World War II, 15 local individuals and some from New Smyrna Beach took their qualifying exams. They all passed, and the Daytona Beach Flotilla 13 was formally chartered on December 18, 1941.

(Auxiliary procedure identifies a flotilla by its division number, followed by its flotilla number. Thus, Flotilla 44 is the fourth flotilla in the fourth division. However, in 1941, it was the third flotilla in the first division, making its original designation Flotilla 13.)

With the United States at war, the Coast Guard was temporarily assigned to the War Department (now called the Defense Department), under the jurisdiction of the Department of the Navy, for the duration of the war. (The Coast Guard, or select units therein, is always transferred to the Department of the Navy during times of war or when the president so directs.)

With many Coast Guard ships and crews assigned to the Navy overseas, the coastline of the continental United States needed additional manpower and more patrol vessels.

German Submarines off Atlantic Coast—the Auxiliary Steps Up

A flash of flame offshore. The blast of an explosion. Black smoke boiling upward from a pin-point on the horizon. Charred bodies washed ashore. During World War II, German submarines regularly operated off the coasts of the southeastern United States.



A variety of uniforms worn by Auxiliarists and members of the Temporary Reserves during WW2. (Author's Collection)

(Continued on page 22)

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By May of 1942, German submarines had already sunk 180 vessels. During 1942 and 1943, German torpedoes sunk 24 Allied and neutral vessels off the Florida coast, alone. Some of the U-boat engagements offshore could be seen right from the beaches.

Members of the Coast Guard Auxiliary responded to distress calls from sinking vessels, rescuing sailors forced to abandon ship, many badly burned or in danger of drowning.

To help counter this threat, the Coast Guard sought approval from Congress to establish a program similar to the “Home Guard” in England, whereby qualified volunteer individuals or units would be assigned as Temporary Members of the U.S. Coast Guard Reserve.

In May of 1942, Fleet Admiral Ernest J. King, chief of naval operations, directed the commander of the Navy’s Eastern Sea Frontier to acquire the “maximum practical number of civilian craft in any way capable of going to sea in good weather for at least 48 hours...to operate along the 50-fathom curve of the Atlantic and Gulf coasts, particularly where submarines are found....” Auxiliarists, either as members of the Temporary Reserve or the Coast Guard Auxiliary, volunteered boats and manpower *en masse*.

In June of 1942, Flotilla 13 was re-designated Flotilla 3, Division 1, 7th Naval District, Temporary Reserve Unit, U.S. Coast Guard. To make their assignment more effective, many Auxiliarists received commissions as temporary officers of the Coast Guard Reserve. While on duty, each temporary member of the reserve, even though on non-pay duty status with the Coast Guard, became a member of the armed forces of the United States of America. (Note: The Coast Guard Auxiliary is a non-military, non-armed service. When Auxiliarists were on duty as Temporary Reservists, they were no longer Auxiliarists; they were military personnel. When they went off duty, they returned to Auxiliary status.)

The Coast Guard greatly expanded its use of the Auxiliary by forming the Coastal Picket Force—known in some circles as the “Cockleshell Fleet.” This fleet would eventually patrol the coastal waters and minefields of the United States to prevent infiltration by enemy forces, and

(Continued on page 57)

District Seven Commodores, 1939 to the Present:

1939-1945	No DCOs yet, DCPs governed
1946-1947	W.N. Mansfield
1948-1949	Charles E. Sanford
1950	Guernsey Curran, Jr.
1951-1952	Fred T. Youngs, Jr.
1952-1953	N.J.M. McLean
1954-1955	Stanley W. Hand
1956	A. Harlow Merryday
1957-1958	Herbert L. Lutz
1959-1960	Richard L. Smith
1961-1962	E.E. Vanderveer
1963-1964	Miguel A. Colorado
1965-1966	Roland Birn
1967-1968	Ernest A. Baldini
1969-1970	George B.M. Loden
1971-1972	Dr. Elbert C. Prince
1973-1974	Lawrence G. Danneman
1975-1976	Newton Baker
1977-1978	James Titus
1979-1980	Bolling Douglas
1981-1982	William J. Callerame
1983-1984	John C. King, Jr.
1985-1986	Robert B. Waggoner
1987-1988	Rene E. Dubois
1989-1990	Guy R. Markley, Jr.
1991-1992	Walter W. Bock
1993-1994	Joseph E. Norman
1995-1996	George E. Jeandheur
1997-1998	E.W. Edgerton
1999-2000	Helmut Hertle
2001-2002	Mary Larsen
2003-2004	Jay H. Dahlgren
2005-2006	Peter E. Fernandez
2007-2008	Allen Brown
2009-2010	Donald L. Frasch
2011-2012	Walter Jaskiewicz
2013-2014	John Tyson

FLOTILLA 59 IN STUART, FLA. — HERE FROM THE BEGINNING

By Hank Cushard, Flotilla 59, Stuart, Fla.

STUART, Fla. – The United States Coast Guard Auxiliary will be celebrating its 75th anniversary on June 23, and Stuart Florida's Flotilla 59 was there in the beginning.

In 1915, Gilbert's Bar House of Refuge in Stuart (constructed in 1876) became United States Coast Guard Station #207. When the United States entered World War II after the Japanese attack on Pearl Harbor, that Station became important: German U-boats torpedoed several freighters along the Treasure Coast, and so a lookout tower and an additional building were added. It is the only remaining House of Refuge along Florida's Treasure Coast.

Coast Guard Station No. 207 and the Gilbert Bar House of Refuge

On April 11, 1942, Flotilla 59 was formed to assist the Coast Guard. Their members manned the tower at the House of Refuge 24 hours a day and conducted "horseback patrols" along the beaches. Fortunately, mosquitoes and sand flies were the most visible enemies these volunteers encountered.

However, they helped provide a vital communications link along the entire East Coast. Many flotilla members also served as ferry crews, and volunteered their own boats as patrol boats, sub-chasers, etc., up and down the inland waterways, and offshore to the Bahamas. Although unarmed, they were able to decoy enemy U-boats by forcing them to stay underwater at night, when they wanted to surface to re-charge their batteries. Apparently, says Michael Gannon (a Florida historian) in his book *Operation Drum Beat*, the high-speed propellers of yachts and larger fishing boats resembled the sonar signature of a Navy patrol boat.

After the war, Auxiliarists resumed their recreational boating safety duties and continued

what were then the four cornerstones of the Auxiliary — Vessel Examination, Education, Operations and Fellowship. (Today, our cornerstones are Member Services, Recreational Boating Services, Operations and Marine Safety, and Fellowship.) While the emphasis may have changed, the fundamentals have not.

Fish House to Flotilla Facility

Flotilla 59 began in a former fish house on the St. Lucie River, donated by the City of Stuart. That fish house still stands, as a restaurant called the Pelican Café.

In 1986, the flotilla raised enough money to build its own facility, at the north end of Sandsprit Park on the Manatee Pocket, near the St. Lucie Inlet. This facility houses a radio room, classrooms, a large meeting room and a small galley.

This is a special year for these dedicated civilians, who believe strongly in the U.S. Coast Guard and its missions. Auxiliary Flotilla 59 has been there from the beginning, and its members are proud of their part in the history of the Auxiliary.

"We are still here and *Semper Paratus!*"



Original Flotilla 59 facility. Auxiliary photo.

BREEZE

AUXILIARY SAILBOATS FOIL NAZI U-BOATS

By Paulette Parent IPDCDR Division 8

Stan (Bud) Blumenthal, FSO-HR of Flotilla 82, grew up in Baltimore, Maryland. In October 1942, he enlisted in the U.S. Coast Guard and was sworn in on November 11, 1942. After boot camp, the Coast Guard packed him off to diesel school, and then to the CG Station in Little Creek, Va.

There, the commanding officer asked if any of the men had sailing experience; only two raised their hands, including Bud. In 1942, Nazi U-boats (submarines) were sinking ships within five miles of the U.S. east coast. (See [“A Short Historical Look at the Auxiliary,”](#) above; *Ctrl+click the title to view article*). Since sailboats operate silently, the Coast Guard reasoned that they should have a decided advantage in detecting these deadly U-boats.

However, the Coast Guard had no sailboats – all sailboats were privately owned. Fortunately, the Little Creek flotilla boasted six. The commanding officer reached an agreement with each of the sailboat’s owners to use the boats, including a provision that the boats would be returned in comparable shape upon completion of their mission.

Aboard one 65’ schooner, the assigned CG engineer tried to sabotage the engine to avoid going to sea. He was arrested and taken off in chains, and Bud replaced him as engineer. The schooner had a 4-cylinder gas engine with no spare parts to speak of. Nevertheless, the boat and crew headed out the next day looking for U-boats.



Scanned photo of one of the 65’ sailboats used by the United States Coast Guard to hunt submarines in World War II. Auxiliarist Bud Blumenthal, Flotilla 82, Longboat Key, Fla., served aboard the vessel. Auxiliary photo provided by Bud Blumenthal.

Day Three found them about 25-30 miles offshore, when a hurricane hit and they lost both engine power and battery power. The schooner managed to ride out the storm, but without communications, the station listed ship and crew as MIA (Missing in Action).

Far from being missing, they went around Cape Hatteras (an area noted for shipwrecks) “bare poled” (no sails). The crew passed so many wrecked boats, each lit with a steady burning green light, that the sea look like

a green lawn. Meanwhile, they cooked on a cast iron coal-fire stove, which also served as their source of heat. However, the stove produced carbon monoxide, which they had to monitor for safety sake.

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On the tenth day, an 83' Coast Guard cutter spotted the disabled schooner under sail and towed them into Moorehead City, N.C. From there, the schooner went to Portsmouth, Va., for repairs, and subsequently returned to base in Little Creek.

While sailing through one hurricane would have been more than enough, weather forecasts were not as advanced as today, and Bud and his schooner crew fought their way through five hurricanes in a year and a half.

U-boat

While on patrol one Friday, in the Spring of 1943, the wind blew hard and the rain was cold. Up on deck, Bud joined a few others, having a smoke. Suddenly the sound man (not yet sonar) called up that he had a sub contact. A coded message whisked its way to the Norfolk, Va., navy base's radio. Norfolk replied that they could not send out planes because of the bad weather, but or-

dered the schooner to follow the submarine.

They followed the U-boat, as ordered, half expecting another U-boat to surface and fire on them. Fortunately, this did not happen.



Motley crew? No, members of the Temporary Reserve, serving aboard a 65' sailboat used by the Coast Guard to hunt submarines in World War II. Auxiliary photo provided by Bud Blumenthal.

dered the schooner to proceed to within 200 yards of the bow to try to identify the sub.

Finally, on Sunday morning, during breakfast, the crew spotted two planes heading in their direction. At this point, they were only about one-half mile from the sub.

One plane dropped two bombs over the U-boat. The bombs exploded with enough force to blow their breakfast and dishes off the table. The sub broke completely in half, although, remarkably, no debris surfaced. The bow section of the sub did surface, and plane's pilot or-

(Continued on page 26)

(Continued from page 25)

When they got the numbers off the bow and advised Norfolk, the navy radioed back that the sub was a mine laying sub. Which meant that they were now sailing in the middle of a minefield. They beat a hasty, but cautious, retreat.

Shortly, a tugboat and two minesweepers arrived on scene. The tug took the sub's bow in tow and the minesweepers stayed to clear the area. The minesweepers later reported clearing 96 mines.

The crew returned to base, where both Navy and Coast Guard officers swore the crew to secrecy, as they did not want the Germans to know that they had successfully mined the mouth of Chesapeake Bay. The Bay was the only entrance to both the Norfolk navy base and the Bethlehem, Pa. shipyards.



Above: Helmsman on a sailboat used to hunt submarines in World War II.

Below: The view over the bow.

Auxiliary photos provided by Bud Blumenthal.

An Enigma

Inside the remnants of the bow of the U-boat, the Coasties made a very important discovery—an “enigma machine.” The enigma machine encoded and decoded all messages transmitted by the Nazi military and leadership – so successfully that the Allies had not been able to break the code. Alternatively, they desperately – and theretofore vainly – tried to capture one. This was the

first. Now the U.S. could intercept and decode all coded Nazi transmissions, which saved untold allied ships and crews and made it easier to locate and destroy U-boats. Within three months of this extremely important discovery, the U-boats no longer plied the waters of the east coast, and the Allies turned the tide of the U-boat war in the Atlantic Ocean. The Germans eventually admitted that, of the 70,000 submariners who went to sea, only 30,000 returned.

After 16 months, with the U-boat threat virtually eliminated, the Coast Guard decommissioned the sailboats, in August of 1943. The schooner and Bud's crew had, in fact, turned the tide of

(Continued on page 27)



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war on the Atlantic Coast. Thereafter, Bud served on a fireboat at an ammunition dock in Baltimore (Hawkins Point). While docking the boat during a storm, Bud severely injured his back and found himself hospitalized for many months. In 1945, he received an Honorable Medical discharge, at Portsmouth, Va. Bud returned to Baltimore and eventually settled in Philadelphia's suburbs.

Today Bud lives in Sarasota, Fla., where he proudly serves as FSO-HR of Flotilla 82, Longboat Key, Fla.

"Those were dangerous times," he recalls. "The rule in those days said that, when the mission called, you had to go out. The rule didn't say that you had to come back."



Right: 65' sailboat on anti-submarine patrol during World War II.

Left: Temporary Reservist at the helm.

Auxiliary photos provided by Bud Blumenthal.



NATIONAL SAFE BOATING WEEK

MESSAGE FROM SEVENTH DISTRICT COMMANDER
RADM JOHN KORN
FOR NATIONAL SAFE BOATING WEEK

By the Breeze Staff from material provided by Diane Riggan, BC-CAN, BC-ARO, and Bruce Wright, USCG District 7 Recreational Boating Safety specialist

MIAMI -- This year, National Safe Boating Week is May 17-23, and Coast Guard Seventh District Commander Rear Admiral John Korn has reached out to all of his sector and station commanders and their personnel to “participate in some venue that reflects the Coast Guard’s commitment to endorse safe boating and diving activities.”

Similarly, Auxiliary District 7 Commodore John Tyson has called upon the nearly 6,000 Coast Guard Auxiliary members from South Carolina down thru the Florida Keys, Puerto Rico and the U.S. Virgin Islands to engage in activities promoting safe boating during that week. Diane Riggan, Flotilla 59, Stuart, Fla., serves as Auxiliary District 7 chair for National Safety Boating Week.

Each year, USCG active duty personnel, reservists and Auxiliary members look for ways to reach the boating public to educate them about recreational boating safety (RBS), such as the need to carry lifesaving equipment on board their boats and the importance of

emergency positioning indicating radio beacons (EPIRBs) and digital selective calling (DSC) marine radios.

“Wear It!” has been one of their calls to arms for the last few years, urging vessel operators and their passengers to wear their life jackets at all times while on the water.

In his letter, Admiral Korn reminds all members of his district that even “a simple information station set-up on the tailgate of a pickup truck near a popular launch ramp ... [can be an effective way] to share information.” Both he and Commodore Tyson also recommend partnering with Coast Guard small boats stations to create safety expos or to host an open house. In both cases, members of the Auxiliary can assist by staffing information booths. They can talk to attendees about taking a boating safety class, having a free annual vessel safety check, filing a float plan before



(Continued on page 29)

Georgia Governor Nathan Deal declares National Safe Boating Week. Left to right: Ed McGill, Auxiliary State Liaison; Dave Fuller, District 7 Captain North; Nan Ellen Fuller, Division 2 Commander; Georgia Governor and First Lady – Nathan and Sandra Deal; Captain Mike England, Ga. Department of Natural Resources (DNR); Douglas Townes, Commander Atlanta Sail and Power Squadron (USPS) and Auxiliary, Flotilla 23. Official photo.



South Carolina Governor Nikki Haley issues a proclamation declaring May 17-23, 2014 as Safe Boating Week in South Carolina, at the State Capitol in Columbia. CDR Brian LeFebvre (rear, center), USCG Sector Charleston, prepares to accept a copy of the proclamation. Festus and Barbara Burchfield, USCG Auxiliary State Liaison Officers-South Carolina, accompany him. Official photo provided by Governor Haley's staff.

(Continued from page 28)

launching, and never to boat under the influence.

Several Coast Guard stations have hosted open house events in recent years, and they use it as an opportunity to offer tours of their boats and cutters, making it a family-friendly event. Other events, such as *Wear Your Life Jacket to Work Day* on May 16 or the *Ready Set Wear It Day* on May 17 are two fun ways to enhance life jacket awareness. *Wear Your Life Jacket to Work Day* helps boating professionals and boating enthusiasts to heighten the boating public's awareness of the different life jacket types that are available, including inflatable life jackets, and to demonstrate their comfort and versatility by wearing them to work. This annual event, hosted by the National

Rachel Johnson, Executive Director, National Safe Boating Council, recently urged the recreational boating safety (RBS) community to use the term "life jacket" and discard the old term "PFD."

"Life jacket" is easier to say and seems to have a far higher "concept recognition" value.

She points out that "Googling" the term "life jacket" yields far more leads than the term "PFD." This holds true for websites, photographs and messages. Get the story at www.lifejacketwear.com, and "join the parade."

Safe Boating Council, serves as a fun, educational element just prior to National Safe Boating Week, May 17-23, and the official launch of the 2014 North American Safe Boating Campaign.

Educating the boating public about the safety and comfort of life jackets has been a main focus of the North American Safe Boating Campaign. The National Safe Boating Council asks all participants to take a picture of themselves in their life jacket while at work and post it to the "Ready, Set, Wear It!" Facebook page at www.Facebook.com/ReadySetWearIt.

Register your event on the *Ready Set Wear It* webpage, take a photo, and post it. Last year, 5,774 life jacket wearers participated in 185 distinct such events. The United States Coast Guard and the Auxiliary encourage all members of the boating public to participate. Coast Guard statistics show drowning as the reported cause of death in almost 71 percent of recreational boating fatalities in 2012, and that approximately 85 percent of those who drowned were not wearing life jackets.

"The goal throughout the Seventh District is to reduce the number of needless deaths from boating accidents," Admiral Korn reminds one and all. So reach out to your local governments and encourage them to issue and support proclamations declaring it National Safe Boating Week in your community, he urges.

Source: Bruce Wright, USCG District 7 Recreational Boating Safety specialist, Bruce.R.Wright@USCG.mil, (305) 415-7057.

B B B

AUXILIARY MEMBER ASSISTS IN PRODUCTION OF SAFE BOATING WEEK PUBLIC SERVICE VIDEO

By Dick Risk, Senior Editor, *Breeze*

ST. PETERSBURG – Auxiliarist Jim Fogle of Flotilla 72, St. Petersburg, recently answered the call from the Eckerd College Waterfront Program. While calls for assistance are not unusual, this one was—to help them locate an open powerboat capable of holding 12 to 15 people to use in the production of a public service video that will debut for National Safe Boating Week (NSBW), May 17-23. Jim offered to provide his own boat and to serve as captain.

The television spot, “Live the Life,” shares the experience of two families and a dog as they spend the day boating and fishing. It was shot at St. Petersburg’s Eckerd College on April 5. The [National Safe Boating Council](#) (NSBC) plans to distribute it throughout the U.S. and Canada as part of the 2014 North American Safe Boating Campaign—a yearlong effort focused on spreading the message of recreational boating safety (RBS) and the critical importance of consistent life jacket wear in saving lives.

The campaign also reminds boaters of the importance of taking a boating safety course, never boating under the influence, knowing navigational rules, and designating one member of the “crew” as a proper lookout.

The NSBC’s annual *Wear It!* campaign kicks off the weekend before Memorial Day and continues throughout the year.



(Continued on page 31)

Notes from the International Water Boating Safety Summit 2014 in Nashville, Tennessee

Rachel Johnson, Executive Director National Safe Boating Council (NSBC), recently reported that the “Wear It” campaign is [successfully] branding and showing a big improvement in the educational message.

NSCB will disseminate a public service announcement recently filmed at Eckerd College in Tampa for this year’s National Safe Boating Week campaign. (see the article beginning at left.)

Howard Glenn reports from Australia that this year’s boating safety theme is “**Wear a life jacket – it never ruined a day on the water.**” In Australia, 9 out of 10 drowning victims were not wearing a life jacket [in US, it’s 85% ... about the same] at the time. Check out www.lifejacketwear.com.au.

MariAnn McKenzie of the Oregon State Marine Board reports that, in Oregon, **fatalities in non-motorized boats now exceed those in powered vessels.** The Board finds that their biggest challenges remain user conflicts, access, expectations, rules and regulations and courtesy – all of which are objectives defined in the Auxiliary’s National Strategic Plan.

— from notes by Bill Griswold, DSO-SL, BC-BLN,
and Acting President, United Safe Boating Institute

B B B



Jim Fogle (right) of Flotilla 72 pilots his boat during a video shoot on April 5. The video is part of the National Safe Boating Council's *Wear It!* life jacket campaign, the theme of the 2014 National Safe Boating Week, May 17-23. Photo courtesy National Safe Boating Council (NSBC)

“Every day I hear about the grim consequences of not wearing a life jacket while boating,” said Rachel Johnson, executive director of the National Safe Boating Council, the lead organization for the *Wear It!* campaign. “You can still have fun on the water while choosing to always wear a life jacket and boating responsibly.”

John Johnson, chief executive officer of the National Association of State Boating Law Administrators agrees. “Accidents on the water happen much too fast to reach, and put on, a stowed life jacket,” he said. “It’s important that everyone consistently wears a life jacket while on the water and always boats responsibly.”

The North American Safe Boating Campaign unites the efforts of a wide variety of boating safety advocates, including the National Association of State Boating Law Administrators, Canadian Safe Boating Council, and many member organizations of the National Safe Boating Council. The campaign is produced under a grant from the Sports Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard. *Wear It!* materials, including public service videos, are

produced in both English and Spanish, and in 15- and 30-second versions. You can view the 30-second spot at <http://www.youtube.com/user/OutreachNSBC>. You can order free *Wear It!* resources at: <http://safeboatingcampaign.com/>.

Making the Auxiliary Connection

Yvonne Pentz of Paul Werth Associates, the video production contractor for the National Safe Boating Council, arranged for use of the Eckerd College waterfront facilities on Boca Ciega Bay, which converges with Tampa Bay and the Gulf of Mexico. Ryan Dilkey, who coordinates the college’s search and rescue team, contacted Fogle when they heard of his skills as a boater, as evidenced by his U.S. Coast Guard Master Captain’s License. Fogle is an experienced Auxiliary public affairs spokesman, a certified RBS partner vis-



In the video, professional models ride in the bow of Auxiliarist Jim Fogle’s boat to show that wearing a life jacket is comfortable and can save lives. The public service announcement will be distributed nationally for National Safe Boating Week, May 17-23. Photo courtesy NSBC.

itor (MDV), and recently served as a national staff branch chief in the Auxiliary's Outreach Division of the Recreational Boating Safety Directorate. He was more than willing to volunteer his boat, and himself and his wife, Dr. Ruth Berry, as crew. They appear briefly in the spot. The video shoot took just one day, although a contingency rain day had been scheduled.

A preview of the spot was featured at the recent 18th International Boating & Water Safety Summit (IBWSS) in Nashville, which is jointly sponsored by the National Water Safety Congress and NSBC. The IBWSS is partially funded by a Coast Guard grant, and both Coast Guard personnel and Auxiliary members participate in its programs. One of the messages of this year's summit was to encourage substituting the term "life jacket" for "less-friendly" names, such as personal flotation device or PFD.

Today's life jackets are comfortable, stylish and easy to wear. In fact, they don't even have to be jackets anymore. Old-fashioned, bulky, orange life jackets have been replaced by innovative options, such as inflatable life jackets, that allow mobility and flexibility while boating, fishing, paddling or hunting. The new life jackets also are much cooler in warmer weather.

U.S. Coast Guard statistics show drowning as the cause of death in almost three-fourths of recreational boating fatalities in 2012, and note that 85 percent of those who drowned were not wearing life jackets at the time. In the same year, the Coast Guard counted 4,515 accidents that involved 651 deaths, 3,000 injuries and approximately \$38 million in property damage from recreational boating accidents. Approximately 86 percent of those deaths occurred on boats where the opera-

tor had never received boating safety instruction. Operator inattention, operator inexperience, improper lookout, machinery failure and excessive speed are the top five contributing factors in accidents. Alcohol use is the leading contributing factor in boating deaths – causing or at least involved in 17 percent of the deaths.

Auxiliary History

The first designated Safe Boating Week was in June 1952, when the U.S. Coast Guard Auxiliary observed a courtesy examination weekend in Amesbury, Massachusetts. This became a tradition that continued until 1957, when an official National Safe Boating Week observation took place, sponsored by the Auxiliary throughout the country.

It proved so successful that the Coast Guard prepared a resolution that led, on June 4, 1958, to President Dwight D. Eisenhower signing Public Law 85-445 to establish an annual National Safe Boating Week during the first week starting on the first Sunday in June.

The National Safe Boating Week Committee, now the National Safe Boating Council, organized the event, by coordinating efforts among the major boating safety groups. In 1995, the date for

National Safe Boating Week became the full week (Saturday through Friday) before Memorial Day Weekend each year. This allows the message of safe boating to reach more boaters as the season begins and reinforces the message for a longer amount of time each year.

Share your boating story at SafeBoatingCampaign.com, and follow Wear It! at twitter.com/BoatingCampaign and facebook.com/SafeBoatCampaign.



A video crew from Paul Werth Associates, engaged by the National Safe Boating Council to produce public service announcements for the *Wear It!* Campaign. The campaign promotes wearing life jackets by recreational boaters to save lives. The shoot took place at Eckerd College in St. Petersburg on April 5. Photo courtesy Eckerd College.

B B B

THAT FUNNY FEELING

By Bob Broton, Flotilla 13-4, Ocean Reef, Fla.

OCEAN REEF, Fla. – Excited to get out on my boat, I flipped on the battery switch. Odd, it did not have that familiar “click.” I turned it again and again, but I still heard no “click.” I felt a funny feeling that something was wrong.

Looking over the boat’s electronics, all gauges appeared to be within their normal ranges. Since everything else appeared to be normal, I decided to proceed with the mission. Although the mission was uneventful, it could have turned out quite differently. I should have paid more attention to my feelings.

When I returned from the mission, I turned the battery switch to the “off” position and disembarked. No sooner had my foot hit the pier, then my radio crackled out a message. How could that be, I wondered. I had just disconnected the batteries; the radio should be off.

I re-boarded the boat and wiggled the battery switch until the radio turned off. This was something I had never experienced before. Perhaps the spring or ball that created the click-stops had failed. Oh well, it’s probably no big deal, I thought, I’ll fix it at my convenience.

Fortunately I was at home port, so I headed into the house and ordered that new part. When it arrived and I disassembled the battery switch panel, I discovered, to my horror, that the entire switch had broken apart, leaving the full battery current from both batteries unchecked. One good wave, and this failure could have exposed me and my crew to a total engine failure at sea and a serious fire hazard.

The parts manufacturer agreed to replace the part at no charge, and I contacted the boat manufacturer to suggest that they send a service bulletin to alert their dealers.

However, for me, the lesson learned is simple: If something aboard your boat does not seem right, don’t go out. The risks are too great.

RBR

Free “Boat Essentials” Mobile App (or Paper Checklist)



Boat Essentials-USCG Safety Gear is a simple checklist (paper) or iPhone app to help boaters identify the safety items they are required to have onboard. It also suggests other items that will make a boat safer and more comfortable.

Useful for all powered and non-powered boats operated in the United States and territorial waters. This app also contains features to help maintain a boat, buy supplies for a boat, and helps notify the user of important dates. **Free from the iStore** (an Android version is not yet available).

Download the **paper checklist** as a PDF at <http://abyc.site-ym.com/store/ViewProduct.aspx?id=2457429> ... or order a water-resistant version from the Auxiliary National Supply Center, item **No. ANSC 3030**. Hand them out at Vessel Safety Checks or boating classes.

The [American Boat & Yacht Council](http://abyc.org) (ABYC) was created in 1954 as a non-profit organization to develop safety standards for the design, construction, equipment, repair and maintenance of boats. The mission of ABYC is to improve boating safety and reduce the number of injuries and fatalities. RBR

FEATURE ARTICLES

U.S COAST GUARD PIPE BAND LED FROM AUXILIARY DISTRICT 7

By Kerry Eakins, ADSO-PB, District 7

ATLANTA, Ga. – When you think of bagpipes, you don't normally think "Coast Guard." But the USCG can boast of a ceremonial bagpipe band, operating as a non-profit charitable organization, since 2002. While they are not an official part of the Coast Guard, the Coast Guard and the Auxiliary do recognize them as an affiliate.

Although its headquarters is in the 7th District's main office in Miami, the band boasts over 100 members nationwide, ranging in age from 22 to 73. A majority of its members live in the Atlanta and nearby areas.

There are five ways to qualify as a member, in addition to being able to play the bagpipes or drums. Band members must be part of Team Coast Guard, either on active duty, retired, in the reserves or in the Auxiliary, or be an honorably discharged Coast Guard war veteran. Then you have to audition.

Members are extremely dedicated. While the organization has a small budget, most expenses for travel, uniforms, etc., are paid for by the members themselves. Uniforms can cost as much as \$1,500; the kilts alone run around \$500 each. Then comes the cost of the pipes, themselves.

The tartan they wear is the U. S. Coast Guard tartan, specifically made from material produced in a factory in Scotland. The design is based on the family tartan of Alexander Hamilton, the



LT Michael Doria, U.S. Coast Guard, the pipe band's operations officer, serves as acting drum major for the 2012 Grand Haven (Mich.) Festival. Auxiliary photo.

founder of the Revenue Marine Service and, therefore, the "father" of the modern day Coast Guard. Each color in the tartan has its significance. Red symbolizes the courage of all America's military personnel; blue symbolizes the seas upon which the Coast Guard carries out its mission to serve and protect; and ten threads of white represent the original Revenue Cutters commissioned by Alexander Hamilton, in 1790.

(Continued on page 33)

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As the Scottish and Celtic cultures and music grow in popularity, so do the requests for bagpipes at ceremonies, parades and events, including change-of-command and military funerals. Some past band activities include two concerts in Washington, D.C. — one with the Chieftains at the Kennedy Center, and another for National Police Week, the band also played at the re-christening of the carrier *Intrepid*, in New York City, with President George W. Bush in attendance. They also play at the annual Coast Guard Festival in Grand Haven, Michigan (see related article).

Because members of the band are spread out all over the country, they find unique ways to practice, including passing CDs, DVDs and using SKYPE. The Atlanta group meets every Sunday for several hours. Members need regular practice to develop stamina and build lung strength. As Pipe Major M.L. Loudermilk explains, playing bagpipes is like blowing through “reeds on steroids.” Because the notes have to be sustained, once a bagpiper starts playing, he/she has to keep consistent airflow going on all pipes.

The primary mission of the Coast Guard Bagpipe Band is to raise

(Continued on page 36)

There Is a Reason the Grand Haven Coast Guard Festival Is an Annual Event for USCG Pipe Band

By Dick Risk, Senior Editor, *Breeze*

GRAND HAVEN, Mich. – The U.S. Coast Guard Pipe Band has been performing in Grand Haven, Michigan, every summer for many years, and there is a simple reason for it. The City of Grand Haven was formally designated “Coast Guard City, USA” by Congress on Nov. 13, 1998, in Section 409 of Public Law 105-383. The designation recognizes the city’s 75-year history of extraordinary support for Coast Guard personnel assigned to the area, mostly to Station Grand Haven. It is the only city with “USA” in its designation.

Grand Haven has celebrated its unique relationship with the Coast Guard since the early 1900s, when the U.S. Life Saving Service established a station in this Lake Michigan shoreline community. The first cutter home ported in Grand Haven was USCGC *Escanaba* (WPG-77).

The festival unofficially began in 1924 as a Coast Guard personnel-only picnic, when the local Coast Guard station held rowing competitions for their service members. Today the Festival has become a premier municipal event. Over 350,000 people attend, including some of the highest-ranking Coast Guard dignitaries and leaders of the Auxiliary. It has become one of the Coast Guard’s major community relations events.

(Continued on page 36)



Piper Dawn Vornholt, Flotilla 29, Lake Lanier, Ga., makes a solo appearance for the U.S. Coast Guard Pipe Band at “Wreaths Across America.” On a rainy Saturday morning in December, participants gathered at the Marietta (Ga.) National Cemetery to honor veterans buried there, and place a Christmas wreath at each grave marker. Courtesy photo by Todd Hull, *Marietta Daily Journal*.

(Continued from page 35)



Marching in the New York City 2011 Saint Patrick's Day Parade 2009.

Left: Coast Guard photo by Coast Guard PAC Tom Sperduto.

Below: Leading the U.S. Coast Guard contingent from Sector New York (l to r): Brian Shajari (USCG D8), M.L. Loudermilk (D7-29), Jack Pierce (D7-29), John Quinn (D7-29). Auxiliary photo.



awareness of, and generate support for, the Coast Guard and Auxiliary. They gladly accept donations and work tirelessly to promote both the Coast Guard and the popularity of bagpipe music.

You can help support the Coast Guard Pipe Band by sending a donation, in the form of a check to:

**U.S. Coast Guard Pipe Band, Inc.
Suite 300
200 South Biscayne Boulevard
Miami, FL 33131-2332**

Follow them on Facebook or visit their website at www.uscgpipeband.org to learn more about their history, as well as details on past events and future performances.

BREEZE

(Continued from page 35)

The “pipers” have also been honored by the city and are integral to the annual Grand Haven Coast Guard Festival. They perform in the National Memorial Service, the Auxiliary Memorial Service and, the festival’s largest event, the Grand Parade. This year’s Grand Haven Coast Guard Festival takes place July 25 through August 3.

At the heart of this year’s Grand Haven Coast Guard Festival, the National Memorial Service on Friday, Aug. 1, at 4 p.m., will focus on the brave members of the U.S. Coast Guard, particularly those who have “passed over the bar” in the last year. The program expresses thanks for their courage and remembers their bravery and their commitment to America’s freedom. This event is open to the public. The Auxiliary Memorial Service takes place earlier in the day.

The Walk of Coast Guard History

The Walk of Coast Guard History began in 2006 by marking two “Points of Coast Guard History” along the approach to City Hall. Each year the Festival recognizes another point of Coast Guard history and adds a new brass plaque, with its 15-inch Coast Guard seal, to the street..

The formal incorporation of the U.S. Coast Guard Pipe Band is marked on one of these points:

“On September 6th, 2002, the U.S. Coast Guard Pipe Band became officially in-

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The U.S. Coast Guard Pipe Band before the Grand Parade at the U.S. Coast Guard Festival in Grand Haven, Michigan, Aug. 3, 2013.

FRONT ROW: M. L. Loudermilk (D7-29), Dave Morgan (D8WR), Jim Mulligan (D7-34), Debra Linder (D9), Zoe Ann Dudley (D13), Betty Rogers (D7-36), Bob Miller (D7-22), Dawn Vornholt (D7-29), Tracy Alderson (D9), Harry Dudley (D13).

SECOND ROW: Joe Foster (D9), Mike Grest (D7-29), Ken Hines (D8 WR), John Quinn (D7-29), Jim Taylor (D11), Warren Whitley (D5), Chet Strait (D5), Billy Ferguson (D7-22), Steve Cochran (D5), Max Adelson (D7-38).

THIRD ROW: Nathan Gardner (D9), Larry Story (D5), Dave Linder (D9), Tim Carpenter (D5), Dean McFarren (D11), Joe O'Leary (D11), Greg McKellar (D7-29), Jack Pierce (D7-29), James Warner (D8 S), Steve Rogers (D7-36), Mike Kreynus (D5). Not shown - Andy Anderson (D7-38). Auxiliary photo by John Pierce, Flotilla 29.



Bagpipe Band plays in front of USCG vessels during Grand Haven Coast Guard Festival. Courtesy photo Grand Haven Coast Guard Festival. Auxiliary photo.

(Continued from page 36)

corporated as a nonprofit organization. After having learned how to play the bagpipes, U. S. Coast Guard Chief Warrant Officer Kevin Gilheany decided to share his passion of the pipes by soliciting other members, active and retired, of the U.S. Coast Guard to come together in Grand Haven, Michigan, for the 2002 Grand Haven Coast Guard Festival. Ten pipers arrived to share their talents and time at the National Coast Guard Memorial Service playing the service anthem *Semper Paratus* and then marching in the Grand Parade on the next day. To-day this 60 member, all volunteer pipe band travels from their homes all across the country to play at events from National Memorial Services to private Coast Guard functions.”

Other festival activities include the Meijer Grand Parade, two kids’ parades, a Coast Guard run, Coast Guard community picnic, craft fair, ship tours, carnival and street dance. The celebration culminates with a fireworks extravaganza on Saturday, at dark. Shot off from Dewey Hill across the channel, the fireworks are accompanied by choreographed music from Grand Haven’s Musical Fountain. Many call it “The best fireworks display in Michigan.”

For more information on the Coast Guard Festival, link to: <http://www.coastguardfest.org/>.

We’re Unique

The federal law honoring Grand Haven provides for other cities to receive a similar designation, upon a 90-day notice of intent from the commandant of the Coast Guard to the two authorizing congressional committees. Accordingly, Eureka,



USCG Honor guard presents colors during Grand Haven Coast Guard Festival. Courtesy photo Grand Haven Coast Guard Festival.

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Calif., became the second city to receive the tribute, with the slightly different title of “A Coast Guard City.” While formal criteria did not exist for the official designations of either Grand Haven or Eureka, those awards provide *de facto* criteria for future considerations.

Neither designation focused on the size of the local Coast Guard community or on what the Coast Guard personnel, either active duty or retired, contributed as volunteers to community projects. However, when evaluating future designations, the Coast Guard says that it will weigh partnerships in local community projects that indicate a robust, on-going relationship between the community and the local Coast Guard unit or units. (See *USCG Public Affairs Manual*, COMDTINST M5728.2D, January 2008, Ch. 7.F.)

Congress since awarded the designation to 16 communities, including Clearwater, Fla., (link to http://www.uscg.mil/community/Coast_Guard_Cities.asp for a list), but only Grand Haven can boast “USA” in its official designation.



Coast Guard National Memorial Service at Grand Haven Coast Guard Festival. Coast Guard photo by Ed Post.



Coast Guard Run is part of the annual Grand Haven Coast Guard Festival. Courtesy photo Grand Haven Coast Guard Festival.



The Grand Haven Musical Fountains on Dewey Hill, the base for the Fireworks Extravaganza that caps off the annual Coast Guard Festival. Courtesy photo Grand Haven Coast Guard Festival.

KEEPERS OF THE ST. SIMONS ISLAND LIGHTHOUSE: 1994-2014 ... AND FORWARD

By Arlene Ingram, Flotilla 10-10, *Breeze* contributing writer

ST. SIMONS ISLAND, Ga. – Bob West has been a member of the U.S. Coast Guard Auxiliary, Flotilla 10-10, St. Simons Island, for over 37 years. He grew up on St. Simons and remembers playing in its legendary lighthouse, as a boy. Bob still spends lots of time in that lighthouse, with the rest of CGAUX Flotilla 10-10, now in their twentieth year as the lighthouse's volunteer light keepers.

Surrounded by coastal Georgia's majestic live oaks, cedars and palms that, try as they might, can't quite reach the light's statuesque 104 foot height, the renowned St. Simons Island light has faithfully beamed out to sea, guiding seafarers into safe harbor, since 1873– except for two years during WWI and three years during WWII.

Bob still has no idea why the Coast Guard called on him that day in May of 1994 to request that he lead a small band of Auxiliary volunteers to take over the SSI light care and maintenance. Nevertheless, he dutifully accepted the assignment, assembled a crew, and the rest is a part of the history of this post-card perfect SSI lighthouse.

Today's crew still includes two of the original Auxiliary volunteers – Jeff Cole and Bob West. The crew now also includes: Ralph Ainger, Al Dixon, John Farmer, Bill Wiggins and Randy Irwin. Captain Burney Long was one of the original volunteers, but passed away in

2013. David Melvin was also a longtime member.

Construction on the first St. Simons lighthouse began in 1810, on four donated acres of land at the southernmost tip of the island. The original structure was designed and built by James Gould, who subsequently became its first keeper and served there for more than 25 years. It was constructed mostly of native tabby cement, reached 85 feet tall, measured 25 feet across at the base, and tapered to just 10 feet in diameter at its top. That top housed the kerosene lanterns that needed to be refueled regularly by the lightkeeper, who carried buckets of kerosene up its steps daily.

(Editor's note: According to *Wikipedia*, tabby cement is a North American building material made by mixing lime, sand, water and crushed oyster shells. Tabby was used by English colonists in several southern states, including coastal Georgia, from the Colonial

Period into the early 19th century. Colonists used Tabby as a substitute for bricks, which were rare and expensive because of the absence of local clay. Some researchers believe that the name came from the Spanish word *tapia*, which means “mud wall.”)

The St. Simons lighthouse was destroyed by Confederates in 1862 to insure that Union ships would not use it as a navigational aid. Rebuilding the present lighthouse began in 1872 on drier land close to



St. Simons Island lighthouse, built in 1810, destroyed in 1862, and rebuilt beginning in 1872. Auxiliary photo.

the original site. Local legend holds that the lighthouse is still haunted by the ghost of light keeper Frederick Osborne, who died tragically there in 1880.

In 1934, an electric lamp replaced the oil-burning lantern. Even then, its turning mechanism consisted of clockworks and weighted chains (similar to a cuckoo clock) that the lightkeeper had to reset manually on a regular basis.

In 1954 the light was automated, eliminating the need for someone to live on the premises. Still, it was maintained by the Coast Guard until, in 1994, Auxiliary Flotilla 10-10 took over its care, and that is as it remains today.

In 1984, the Coastal Georgia Historical Society leased the St. Simons lighthouse tower and keepers cottage from the U.S. Coast Guard and opened it to the public. In 2004, the lighthouse was deeded to the Coastal Georgia Historical Society under the Light-



Auxiliarist Ralph Ainger, Flotilla 10-10, polishes the St. Simons light. Auxiliary photo.

house Preservation Act. The close-knit band of Auxiliary volunteer light keepers came with the deal because, even though the lighthouse and keepers cottage have become a museum, store and tourist magnet, the beacon at the top still performs a vital safety mission.

Dedication

Auxiliary light-crew members come and go with their personal interests, ability to make the climb, and willingness to complete the required training. It's a true dedication mission!

Every Thursday afternoon, the crew climbs 129 steps to the popular tourist observatory, then enters the gated mechanical area, and continues up another 10 feet into the lens room. There, they

perform the series of maintenance tasks that ensure continuous operation of the light. Over the years, the crew has changed many lights, repaired wiring, replaced the turning motor, polished all the brass, and painted, repaired and greased gears and bearings. Every week, they put on white gloves to clean and polish the copious individual prisms and



Jeff Cole checks the St. Simons light. Auxiliary photo.

the light bulbs. Who says men can't clean house?

Before writing this article, I joined them, late one February afternoon, in the sparkling clean, super bright lens room, to take photos. When I commented on how hot it was, they replied, "Yeah ... you should be up here in July and August!" The crew brings extra shirts in the summer, because their clothes are soaked long before they finish the work.

The guys fondly remembered the time one of their original crew brothers, CAPT Burney Long, was cleaning the prisms and the magnified light set his pants on fire. Perhaps that's one reason it takes a "band of brothers" to work in the close quarters of the lens room, and to look out for each other.

One of Few ...

Few lighthouses can boast an original Fresnel lens (research says there are only 15 in service in the U.S.). The lens, developed by French physicist Augustin-Jean Fresnel, became popular for use in automobile headlights and traffic lights, when they were constructed from glass. It is still widely used in theater lighting. This antique, "super lens" consists of individual pieces of glass set into frames. Picture a magnifying glass cut into 100 concentric circles, each piece

Only 15 Fresnel lenses are still in service in the U.S. Auxiliary photo.



of glass angled into a prism and turned precisely to magnify and redirect the light source.

As they clean each individual glass prism of the 155-year old, Third Order Fresnel (pronounced: fray-NEL) lens, the team checks the backup emergency radio, and the moving parts and lubrication of the 3,000 pound gear mechanism that keeps the lens turning. They test the electrical system, the sensitive light bulb, and the backup bulb that automatically takes over when a light fails.

Then they cover the photo sensor to confirm that the light will automate at dusk. All this insures that the 1,000 watt light, magnified by its exquisitely polished lens, shines brilliantly for up to 20 miles seaward, and rotates to produce one uniquely patterned, dazzling flash every minute, each and every night, as well as during times of reduced visibility. Because of light's valuable service to commercial mariners, the Brunswick Pilots Association provides a backup generator to power the lamp in case of electrical failure.

That's History...

The devoted Auxiliary guardians of Flotilla 10-10, just as the his-



Auxiliarist Bob West, Flotilla 10-10, discusses the turning mechanism with fellow volunteers. Auxiliary photo.

toric St. Simons light keepers of old, keep the light on. They remain committed and steadfast to their assignment. These unsung heroes are one of the island's best-kept secrets, who have been on their mission, reportedly, longer than any other light team in the United States.

They dutifully maintain the picturesque St. Simons light as a fully functioning aid to navigation (ATON). Their 20-year mission and beyond: To help bring mariners at sea safely to port.

To that end, we say *Bravo Zulu!*

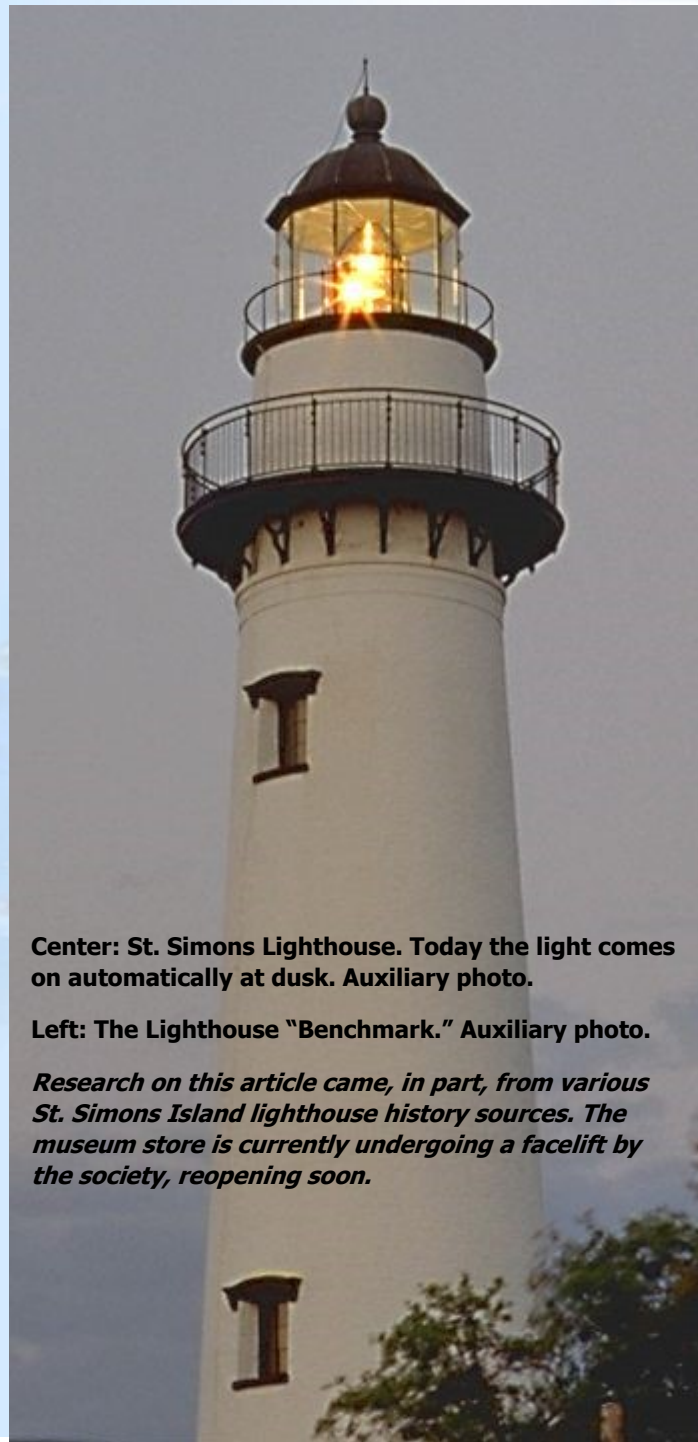
B B B



Center: St. Simons Lighthouse. Today the light comes on automatically at dusk. Auxiliary photo.

Left: The Lighthouse "Benchmark." Auxiliary photo.

Research on this article came, in part, from various St. Simons Island lighthouse history sources. The museum store is currently undergoing a facelift by the society, reopening soon.



West Marine will again offer a discount on safety-related items to boaters who show proof of having had a vessel safety check. Vessel examiners can hand out coupons when performing vessel safety checks. Discount coupons are also available on the "B" Directorate site. From the top row of any Flotilla website, click "Directorates" and then select "RBS Outreach" — or click here:

http://bdept.cgaux.org/wp/wp-content/uploads/2014/02/West-Marine-2014-VSC-Safety-Coupon_colorSm.pdf

To save on color ink or toner, the two-sided coupon may be printed in "gray scale."

DISTRICT 7 IN ACTION

INDIAN RIVER FESTIVAL FOCUSES ON ENVIRONMENT, LOCAL SEAFOOD AND FUN

By Michael LeBlanc, Flotilla 17-9, Titusville, Fla., ADSO-PB, District 7

TITUSVILLE, Fla. – The Great Brevard Duck Race, held at Flotilla 17-9's boat slip, has become one of the favorite events of the annual Indian River Festival — along with eating seafood. Flocks of rubber ducks, each duck adopted by members of the public and local organizations, race to the finish line for their chance to win great prizes. All funds raised benefitted the Crosswinds Youth Services' Robert E. Lehton Children's Shelter. The participation of Flotilla 17-9 on that particular day also proved fortuitous for a Jet Ski rider in distress.

The festival promotes the local economy as it celebrates the Indian River and its natural resources, local seafood and culture, outdoor recreational opportunities, and health. Vendors man displays featuring activities and products that highlight the community's core outdoor recreation opportunities: kayaking, boating, cycling, hiking, paddle boarding, fishing, etc. This year's festival, sponsored by the Titusville Chamber of Commerce, took place from April 11 to 14.

Since the festival takes place at Sandpoint Park, 17-9's backyard, we were able to open our flotilla to the public to hand out boating information or just answer questions. The flotilla's public affairs booth provided information on the safe boating and

paddle craft classes that we conduct, distributed safe boating information pamphlets, and offered free vessel safety checks.

Shortly after the flotilla's public affairs team left the festival, a passer-by flagged them down to report a Jet Ski operator in distress in the Indian River. Auxiliarist Walter Melton responded and, with the assistance of some nearby citizens, got a line to a 69-year-old woman and pulled her from the river. Her Jet Ski would not start, and she had been in the water for at least 30 minutes.

Auxiliarist Roger Patterson, monitoring the flotilla radio, notified USCG Station Port Canaveral of the incident and completed the search and rescue (SAR) report. The Jet Ski operator was tired but required no medical treatment.

It's just another case of the Auxiliary being in the right place at the right time. And fortunately, by the way, she was wearing her life vest!

BREEZE



WORLD WAR II IWO JIMA VETS RECOUNT BATTLE EXPERIENCES

By Bob Garrett, Flotilla 23, *Breeze* contributing writer

HIAWASSEE, Ga. – The United States Marine Corps League, Unicorn Detachment #783, hosted a gathering of the three Hiawassee, Georgia, area survivors of the Battle of Iwo Jima on February 19. That date marks the 69th anniversary of the start of a six-week battle that continued until March 26, 1945, and saw the loss of 5,931 Marines and over 20,000 Japanese military personnel before the fighting ended. Bob Garrett, vice flotilla commander, Ron Willis, and Scott Drummond represented Hiawassee Flotilla 23. Veterans representing the Marine Corps League, Veterans of Foreign Wars and the American Legion were among the 20-plus in attendance, along with an oral historian recruiting veterans to provide their oral histories for the Veterans History Project at the Atlanta History Center.

USMC CPL Phil Gamache, USN PO Todd Kinsey, and USN CPO Clarence “Bud” Johnson shared their experienc-

es. CPL Gamache spoke with feeling of the many friends he lost at Iwo Jima, and of standing on the lower slopes of Mt. Suribachi to see the second, larger American flag raised on the summit. PO Kinsey described his duties as a fire control technician, directing the guns of the light cruiser *USS Pasadena* to support the Marines ashore.

CPO Johnson served during the battle as chief quartermaster and battle stations helmsman of a destroyer escort working close to shore. He saw the raising of the original flag on Mount Suribachi.

Each also added anecdotes about the circumstances that brought them to that place and what they took with them. It isn't often you get to speak to participants in a historical turning point of this significance.

B B B



Bob Garrett, Ron Willis, and Scott Drummond of Flotilla 23, Hiawassee, Ga., join area survivors of the Battle of Iwo Jima to mark the 69th anniversary of the start of that six-week battle. From left to right: Bud Johnson, Ron Willis, Todd Kinsey, Phil Gamache, Bob Garrett and Scott Drummond. Auxiliary photo.

YOU AND THE AUXILIARY

BEHIND THE SCENES OF THE VESSEL SAFETY CHECK PROGRAM

By **Andy Render, National Division Chief**
Vessel Safety Checks

The National Vessel Examination and Partner Visitation Directorate, better known as the V-Directorate, has been a very busy place in the last year or so. The directorate is broken down into five divisions: Vessel Safety Check, Visitation Program, Communications, Incentives, and Technical Support.

Mike Klacik, director, and Perry Taylor, deputy director, manage both the Vessel Examiner (VE) and Partner Visitation (PV) sides of the directorate. When they assumed their new positions, one of their first priorities was to take a snapshot of the VE program in general. The “V-team” reviewed not only the passing rate on the VE tests, but the failure rate of each individual question on the qualifying exams. Next came an overview of all the training materials available to qualified Auxiliarists. That uncovered a new challenge—we found it difficult to locate all of the training materials.

New Training Materials

Next came a revamp of the entire VE training and certification program. The technical team updated just about everything on the directorate website. A one-page “click here” feature now allows a member to reference all relevant training material from a

single webpage. An updated on-line PowerPoint® presentation allows a member to review all aspects of a vessel safety check, focusing on the many important parts of the program. A Vessel Examiner Boot Camp presentation offers a better understanding of the full program. Any number of training aids are also available from this one page.

VE Manual

The VE manual itself, written a number of years ago, needed revising to add current, up-to-date information. Once the V-Directorate completely rewrote the manual, it was presented to, and discussed with, Coast Guard Headquarters. After a number of lengthy conference calls, some lasting over four hours, the draft was forwarded up the line. As it is an official “Commandant’s Instruction Manual,” it must undergo a thorough review from the Gold Side and then must be rewritten to





Vessel Safety Examiners John Raleigh, Flotilla 84, SO-MT; Sue Lomastro, Past Commander, Sarasota Sail & Power Squadron; and Stephen Ellerin, Flotilla 84, DVC-BL, affix a decal after a successful Vessel Safety Check. Auxiliary photo by Gavin Litwiller.

VSC Decals

Although the Auxiliary National Supply Center (ANSC) generally runs out of VSC decals by August of each year, fewer than 47 percent of the 209,000 decals distributed were actually being awarded to boaters.

That called for a serious review of the distribution program. Now, flotillas can no longer “over-order.” Instead, a structured distribution process reviews each individual flotilla in the nation for the number of VSCs conducted the previous year – not just VSCs passed, but all VSCs actually conducted. That number, increased by 10 percent and then rounded up to the next 10, determines how many decals a flotilla receives each December.

As an example, let’s say your flotilla conducted 48 examinations but issued only 10 decals. Your flotilla would be shipped 60 VSC

meet Coast Guard specifications. As things stand now, it appears the new manual will be available sometime this summer.

decals ($48 + 5 = 53$ then rounded up to 60). A flotilla that issues 50 percent of its allotted decals can order an additional supply. Similarly, DSO-VEs received an allocation based on the number of VEs within their district, to handle unusual or emergency situations.

Annual Workshop

To keep the Auxiliary’s entire VE cadre as current as possible on the latest changes in VSC requirements, and to make VE training as effective (yet as painless) as possible, we developed and deployed an annual workshop that can be taken online or given as a PowerPoint® presentation in a classroom setting. Completing the online workshop automatically adds the workshop to a member’s AUXDATA record, while the presentation type training gets entered into AUXDATA from form 7039. Successful completion of either workshop must be registered in AUXDATA by June 30; failing to complete a workshop by that date will place a VE into REWK (meaning “certification lapsed because of failure to complete a required workshop”). VEs so designated cannot conduct further VSCs until recertified by the Coast Guard Office of the Director (DIRAUX).

What’s Ahead?

The V-Directorate will follow up to ensure that our new programs provide the desired payback and give our VEs the best possible support. In the coming months, we will review the new VSC manual and determine what changes to adopt in our training programs.

You can expect to see the V-Directorate continue to refine the VSC program and to increase the proficiency of our VE cadre.

B B B

BOATING SAFETY SHOWS IMPROVEMENT

From Executive Summary to 2013 Boating Statistics

By Captain Jonathan C. Burton, USCG, Director of Inspections & Compliance

Last year saw the fewest boating deaths on record, as well as a 10 percent decrease in accidents and a 12.7 percent drop in injuries, according to the Coast Guard.

There were 560 boating fatalities in 2013, according to data the Coast Guard recently released. Alcohol use was still the leading known contributing factor in fatal boating accidents, accounting for 17 percent of all deaths.

Operator inattention, improper lookout, operator inexperience, excessive speed and machinery failure ranked as the top five primary contributing factors in accidents.

From 2012 to 2013, deaths in boating-related accidents decreased 14 percent from 651 to 560 and injuries decreased 12.7 percent from 3,000 to 2,620, according to the 2013 Recreational Boating Statistics.

The number of reported recreational boating accidents decreased 10 percent from 4,515 to 4,062.



“We are pleased that there have been fewer accidents on waterways in recent years and thank our partners for their work,” CAPT Jon Burton, director of inspections and compliance at Coast Guard headquarters, said in a statement. “Together we will continue to stress the importance of life jacket use, boating education courses and sober boating.”

The Coast Guard said that where the cause of death was known, 77 percent of fatal boating accident victims drowned; of those drowning victims, 84 percent were not wearing a life jacket. Where boating instruction was known, 20 percent of deaths occurred on vessels where the operator had received boating safety instruction. The most common types of vessels involved in reported accidents were open powerboats, personal watercraft and cabin powerboats.

Download the complete report at <http://www.uscgboating.org/>; the report is in the right hand column.

RBR



COMDTPUB P16754.27
U.S. Department of Homeland Security
U.S. Coast Guard
Office of Auxiliary and Boating Safety



QUALIFICATION EXAMINERS WORKSHOP FOCUSES ON POLICY AND STANDARDIZATION

Article and photos by Barbara Burchfield, ADSO-PB, District 7

JACKSONVILLE, Fla. – For the first time in several years, District 7 North qualification examiners (QEs) assembled on March 7, as a unit, at U.S. Coast Guard Sector Jacksonville, Fla., for a QE workshop. Thirteen QEs representing six divisions in Georgia, South Carolina and northern Florida attended. This was an opportunity to provide new guidance, clarify district policy and Coast Guard directives, and standardize the QE program within the district.

QEs perform evaluations of coxswain, crew and personal watercraft operator (PWO) knowledge and performance according to the Auxiliary Boat Crew Qualification program. There are 35 QEs in District 7, who provide audits for 378 coxswain, 618 boat crewmembers, 21 personal watercraft operators and any new candidates to the program.

(Source: AuxData 16MAR14)

Jerry Henderson, chief QE coordinator, led the workshop with Chief Warrant Officer (CWO4) Christopher Acklin, USCG operations training officer (OTO) for District 7 and Janee Henderson, area QE coordinator for

personal watercraft. The workshop also featured Captain Tom Allan, Sector Jacksonville commander, who addressed the group, saying, “The best return on investment in the Coast Guard is the Auxiliary.”

CWO4 Acklin gave a candid talk about budget cuts, staff reductions, consolidation of district offices, paper files being electronically digitized, updating directives, and increased expectations of the Auxiliary as Coast Guard assets get further strained. He reiterated what Vice Admiral John P. Currier, vice commandant, U.S. Coast Guard, advised at the district training conference, saying “The future is now. Stop looking back and start looking forward ... [to improve] how you can perform in the current climate.”

Along these lines, QEs are being asked to maximize manpower and funds by testing at least two persons at each QE audit mission. Since two QEs are required for each audit, a limited number of Coast Guard coxswains are currently being certified, to assist Auxiliary QEs throughout the district.

Acklin stressed the need for proficiency during missions, reminding all that “It’s one thing to complete a task, but it’s another thing to be proficient at a task. And that’s where the QE comes in — understanding the difference between task comple-

“It’s one thing to complete a task, but it’s another thing to be proficient at a task. And that’s where the QE comes in”



USCG Captain Tom Allan, Sector Jacksonville commander, told the group, “The best return on investment in the Coast Guard is the Auxiliary.” Auxiliary photo by the author.

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(Continued from page 49)

tion and proficiency.” The Coast Guard relies on the Auxiliary’s performance and proficiency in carrying out its boating safety mission.

Henderson and Acklin clarified District 7 policy on qualification testing on several points, including:

- ♦ All land tasks must be satisfactorily completed, including uniform compliance, chart plotting, marlinspike, and dockside oral, before testing any underway tasks.
- ♦ Coxswain candidates will demonstrate the use of all electronics onboard the facility.
- ♦ All candidates for QE requests must go through the D7 Help Desk, a process that checks all required training and assets before scheduling the QE audit.
- ♦ After a successful QE audit, in order to receive AOM (AUXDATA Order Management System) orders, the applicant’s flotilla commander (FC) is the only person authorized to request removal of REYR status (“certification lapsed because of failure to complete required currency maintenance”) by submitting a request (ticket) to the D7 Help Desk.
- ♦ A no smoking, no nicotine policy is now in place for all Coast Guard and Auxiliary boats.

Henderson also announced new qualifications, now being adopted at each sector, that will require coxswains to complete annually a specified number of hours of underway time at night to increase their nighttime proficiency. Although the details are being worked out, there is an effort to have all sectors in District 7 adopt the same policy for continuity and standardization. At this writing, coxswains not night-qualified will not be issued orders in those sectors requiring night missions. Acklin explains, “This does not disqualify coxswain status, however the order issuing authority (OIA) will not issue [night] orders.” In the meantime, members should check often at the QE Corner and DIRAUX site located at the D7 Help Desk for current guides, tools, information and policies.

QE Team

The workshop provided direct interaction with the chief QE coordinator, CAPT Allan, OTO Acklin and other QEs. This active participation and candid discussion benefits the QEs tasked with triennial audits and promotes standardization of program policies and requirements. The workshop focuses on improving



Jerry Henderson, chief qualification examiner coordinator (standing), addresses the District 7 qualification examiners from South Carolina, Georgia and northern Florida. From left, (first row) Janee Henderson, Allen James, Richard Daniel, (second row) Douglas Townes, Theodore Schneider, Gary Ford, Nevin Lantry, Walter Gorenflo, (third row) John Sprague-Williams, Edward Skelley, David Cawton and Festus Burchfield. Auxiliary photo by Barbara Burchfield.

(Continued on page 51)

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understanding, knowledge, and best practices in the QE program for district surface operations.

To cap off the program, John Davis, TCT facilitator, Flotilla 14-4, Jacksonville Beach, Fla., led the new Team Coordination Training (TCT-4) program. TCT-4 training, released by Auxiliary National Response Directorate, emphasizes working with the human elements in boating scenarios.

To become a qualification examiner, an Auxiliarist must complete a comprehensive qualification process. In District 7, that process includes certifications as coxswain for at least a year, with at least 50 underway hours; as an instructor for at least one year; completing Team Coordination Training every two years; and completion of the Auxiliary's specialty proctored courses, including Search Coordination & Execution (AUX SC&E), Patrol (AUXPAT), Communications (AUXCOM), and Advanced Coastal Navigation A & B (AUXNAV-A, AUXNAV-B). QE candidates must also show a working knowledge of the Boat Crew Training Guide and Qualifications Guide, Operations Policy Manual, Seamanship Manual, Search and Rescue policy and district policies. With those prerequisites, the application process begins; for details, please check out the QE Corner documents at the District 7 Help Desk.



DISTRICT 7 AUXILIARIST NOMINATED FOR 2014 BOATING EDUCATOR OF THE YEAR AWARD

By Jack Margolis, Flotilla 12-4, ADSO-PB

AUGUSTA, Ga. – Auxiliarist Patricia Ann McMenamin, of Flotilla 21, Augusta, Ga., is one of 17 nominees nationwide for The Boating Educator of the Year Award, sponsored by *BoaterExam.com*. The National Association of State Boating Law Administrators created the award in 2011 to recognize excellence in boating education.

Boating law administrators are encouraged to nominate candidates who have made an outstanding contribution to boating safety through education. Educators and volunteers from state and local agencies and nonprofit organizations are eligible. The award is to “recognize those in the boating education field who go above and beyond to engage students and boaters, raise awareness, and make boating education and education initiatives relevant, thorough and exciting.”

Nan Ellen Fuller, Division 2 commander, nominated McMenamin for the award, saying, “As a professional educator, Pat McMenamin’s love and enthusiasm for teaching is evident in her work as a Recreational Boating Safety instructor for the U.S. Coast Guard Auxiliary ... She has made a definite impact in the boating community. Leading the way, she increased the number of public education hours in her flotilla from 25 to 195 and from 21 to 412 graduates respectively during 2013.”

Three regional finalists will win a paid trip to the NASBLA Annual Conference where the national winner will be announced.



TEAM COAST GUARD

ANNOUNCEMENT OF THE 75TH ANNIVERSARY OF THE COAST GUARD AUXILIARY

APR 14

FM COMDT COGARD WASHINGTON DC//DCO//

From: CHDIRAUX

Deputy Commandant for Operations, Vice Admiral Peter Neffenger, has released the following ALCOAST message highlighting to Coast Guard units that 2014 is the Coast Guard Auxiliary's 75th anniversary year.

1. 23 June, 2014, will mark the 75th anniversary of our Coast Guard Auxiliary. This anniversary year is symbolized by a special Auxiliary logo that can be found on the national Auxiliary public affairs site: <http://www.auxpa.org/>.
2. For the last 75 years our Auxiliary shipmates were ready, willing, and able to support Coast Guard missions and share their knowledge and resources. They have rightfully earned our highest respect and are a key part of Coast Guard success.
3. All Coast Guard unit commanders, commanding officers, and officers-in-charge are strongly encouraged to reach out to their local Auxiliary flotillas and divisions to recognize this historic milestone and strengthen partnerships and friendships with our

"Silver" shipmates. Coast Guard units are also encouraged to send representatives to local Auxiliary Change of Watch ceremonies and flotilla meetings where possible, and extend invitations for Auxiliarists to visit their units throughout the year. Local Auxiliary units can be found through the CGAUX Units link on the national Auxiliary public affairs site.

4. The Auxiliary 75th anniversary coordinator is Woody Simpson at jwsimp@msn.com. The Office of Auxiliary and Boating Safety (CG-BSX) coordinator is ENS Joe Dillier at joseph.m.dillier@uscg.mil.
5. VADM Peter V. Neffenger, Deputy Commandant for Operations, sends.
6. Internet release is authorized.

RBR



<http://www.boatingorders.com/freeproducts.html>



TEAM COAST GUARD

COAST GUARD STATION ST. PETERSBURG RECOGNIZES AUXILIARY OMBUDSMAN MARLA SHORT

USCG Public Affairs Detachment, Clearwater Air Station, Fla.

ST. PETERSBURG — Coast Guard Auxiliarist Marla Short, ombudsman at Coast Guard Station St. Petersburg, Fla., recently received the Auxiliary Commendation Medal at a ceremony at Coast Guard Station St. Petersburg.

As the station's ombudsman, Short coordinates family gatherings and holds training for 72 Coast Guard members and their families. She developed a monthly newsletter to keep the crews and their families informed of unit events and accomplishments. She networked with neighboring unit ombudsmen to coordinate region-wide family events.

"Coast Guard ombudsmen are communication links, referral re-

sources and advocates for our unit's family members," said Senior Chief Eamon McCormack, officer in charge at the station. "Mrs. Short is not only a great ombudsman, but she also serves the Coast Guard Auxiliary under Flotilla 72 and is one of only six Auxiliarists acting as Coast Guard Ombudsman nation-wide. She embodies, and inspires other to live out, the Coast Guard's core values. She genuinely cares for the men and women of Station St. Petersburg, and her service highlights the importance and the impact the Coast Guard Auxiliary has in supporting our Active Duty [members], Reserve Forces and families at home."

B B B



Left: Senior Chief Petty Officer Eamon McCormack, officer in charge of Coast Guard Station St. Petersburg, Fla., presents the Auxiliary Commendation Medal to Coast Guard Auxiliarist Marla Short, ombudsman for Station St. Petersburg, at the station on Wednesday, March 26, 2014. As the station's ombudsman, Short coordinates family gatherings and holds training for 72 members and their families. Auxiliary photo.

Right: Coast Guard Seaman Michelle M. Poldino, a crewmember at Station St. Petersburg and liaison to Flotilla 72, pins the Auxiliary Commendation Medal on Coast Guard Auxiliarist Marla Short, ombudsman. Auxiliary photo.



FLOTILLA 72 PARTICIPATES IN TEAM COAST GUARD MOCK SECURITY DRILLS WITH STATION ST. PETERSBURG

By Dick Risk, Senior Editor, *Breeze*

ST. PETERSBURG – Members of Flotilla 72, St. Petersburg, participated recently in a series of “Team Coast Guard” Ports Waterways Coastal Security (PWCS) drills in Tampa Bay with Coast Guard Station St. Petersburg. “Team Coast Guard” refers to the four components of the Coast Guard: Regular, Reserve, Auxiliary, and Coast Guard civilian employees.

In the scenario for each set of exercises, an Auxiliary “facility” (recreational boat authorized for Auxiliary duties) served as a high-value asset (HVA), either at a stationary point or on a moving course. One Coast Guard vessel, acting as an aggressor, then headed toward the HVA as if to board it, while another Coast Guard boat pursued at high speed, to intercept and halt the aggressor—sirens wailing and voices shouting orders to halt over the public address speaker.

For training purposes, the interceptor vessels were armed with bow-mounted machine guns, although they carried no ammunition during the drills. The weapons would be armed during actual PWCS escort.

While such security zone violations do occur, they are, fortunately, rare, according to Coast Guard participants in the drills. Usually, the target of the incident is a boat that violated a port security zone or encroached the 500-yard restriction around a freighter or passenger liner. Most of the time, the intruder merely receives a warning. Recently, however, one boat operator who had been warned several times, did receive a \$40,000 fine.

Auxiliary participation was arranged between Rick Short, Flotilla 72 auxiliary unit coordinator to USCG Station St. Petersburg, and Senior Chief Petty Officer Eamon McCormack, officer in charge of the station. Short owns the Auxiliary facility *Miss Marla*, which served as the HVA in the joint exercises.

The day starts typically with a joint briefing at Station St. Petersburg,

Crew members of Station St. Petersburg mount a machine gun on the bow of one of the vessels that will intercept simulated aggressors during the training exercise. Auxiliary photo by Dick Risk, senior editor, *Breeze*.





Auxiliarists Rick Short (left) and Rick Smith (center), aboard *Miss Marla* in Tampa Bay, watch as a Coast Guard vessel heads to intercept an approaching simulated aggressor. *Miss Marla* was the mock “high-value asset” (target) for the exercise, which took place on April 2. Coast Guard BM3 Tim Kane of St. Petersburg Station rode with the Auxiliary vessel as an observer. This joint training exercise demonstrates how “Team Coast Guard” functions when all four components work together as a whole. Auxiliary photo by Dick Risk, senior editor, *Breeze*.

conducted by the Coast Guard, Auxiliarists alongside their active duty counterparts. Short emphasizes the opportunity to get acquainted with members of the Coast Guard who share the same base— Flotilla 72 is a tenant on the south moorings of Sector St. Petersburg.

“We’ve been using the Auxiliary for almost a year now in our tactical training missions,” McCormack explains. “It has allowed us to maximize our efforts, [while we] increase the Auxiliary’s understanding of what we do and the challenges faced when enforcing a security zone. [This also]... provided the Auxiliary the knowledge ... [they need] to educate the boating public on the various security zones in the Tampa Bay region, through [simulated] real life experiences. With the Auxiliary’s help, we are [also] honing our skills, so we may protect the vessels assigned to our protection and the residents that live, work and play in Tampa Bay and its surrounding areas.”

Short adds, “PWCS drills are just one of many opportunities our division has to participate as asset multipliers for USCG Station St. Petersburg. A cooperative and valued relationship continues to grow with our Gold Side colleagues at the station, and we appreciate the opportunity to serve.”

Spring 2014



All participants in this training series, both Gold Side and Auxiliary, came away with a better understanding of being part of Team Coast Guard. *R R R*

Top: A mock aggressor (left) is headed off by a Coast Guard interceptor, sirens wailing and orders to halt from the boat’s public address speakers. The training exercise was one of a series held jointly with Flotilla 72, St. Petersburg, in Tampa Bay. Auxiliary photos by Dick Risk, senior editor.

Below: Crew member of 45-foot Coast Guard vessel from Station St. Petersburg mans the bow-mounted machine gun, pursuing a simulated aggressor. Auxiliary facility *Miss Marla* was the “high-value asset” being protected . No ammunition was carried during the exercise.



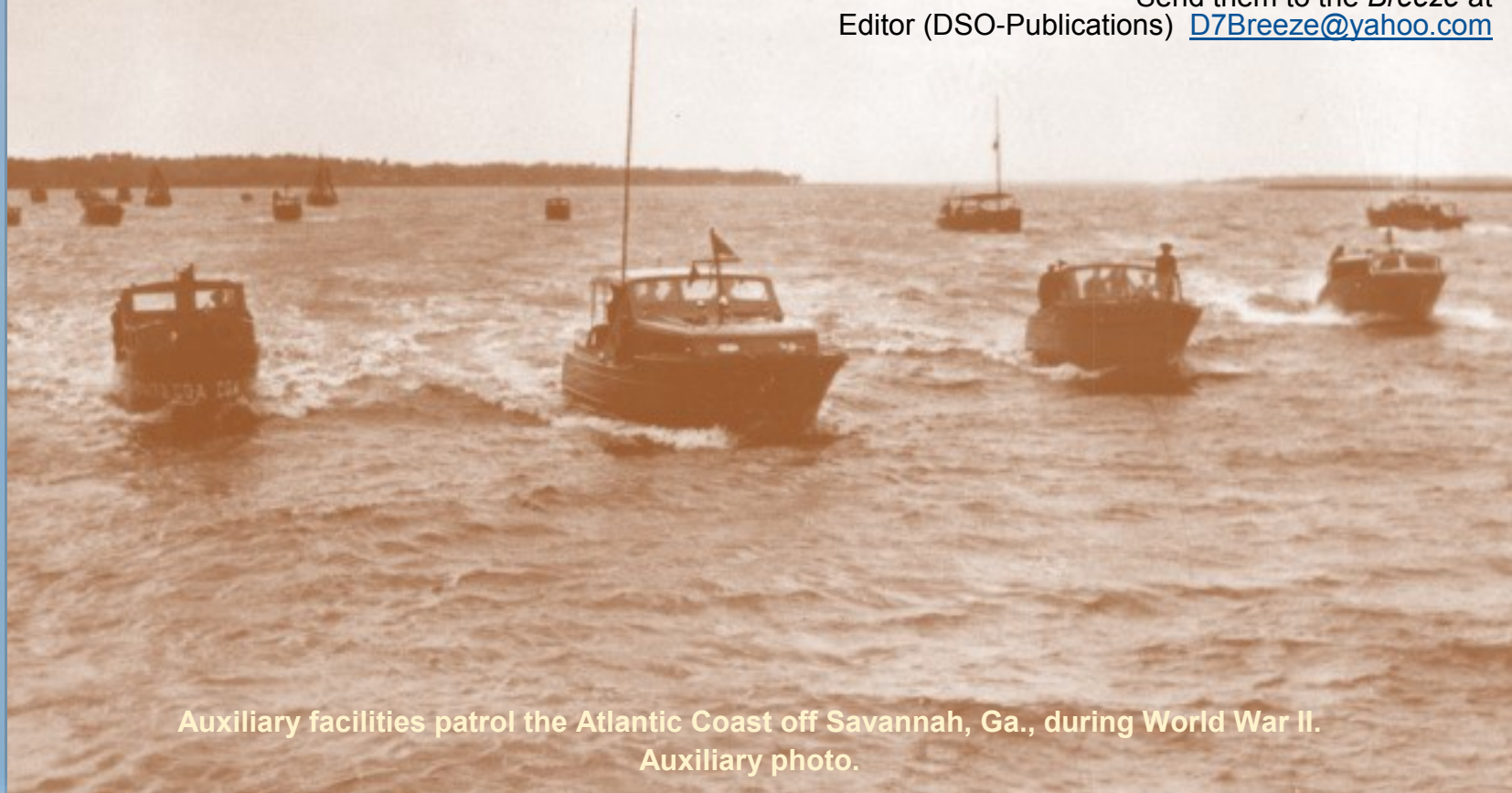
BREEZE, U.S. Coast Guard Auxiliary, District 7



Celebrating 75 Years of the USCG Auxiliary

The U.S. Coast Guard Auxiliary turns 75 on June 23, 2014.

How will your flotilla celebrate?
Take photos ... Write up the event ...
Send them to the *Breeze* at
Editor (DSO-Publications) D7Breeze@yahoo.com



Auxiliary facilities patrol the Atlantic Coast off Savannah, Ga., during World War II.
Auxiliary photo.

A SHORT HISTORICAL LOOK AT THE USCG AUXILIARY 7TH DISTRICT

(Continued from page 22)

to seek out and, if possible, engage enemy submarines. Auxiliarists report that, on several occasions, they made actual contact with enemy submarines, engaging them to the best of their abilities—based on their type of vessel, equipment, armament and personnel. Needless to say, many of those submarines left the exchange with severely damaged or shot-up periscopes. A World War II submarine with no periscope was basically out of commission until the crew could make repairs.

On shore, Auxiliarists throughout District 7 patrolled the beaches and manned beach watch towers—one of which still stands, in Ormond-by-the-Sea, Florida. (See also [“Stuart, Fla., Here from the Beginning”](#) below; “control-click” over the title to ‘jump’ to that article)

Auxiliary Rescues

Among the many stories of Auxiliarists from the 7th District rescuing crewmen from torpedoed ships, the following story of two vacationing Auxiliarists typifies the selfless sacrifice of many during those dark days.

In late July of 1942, Dr. E. F. Kitchens and D. R. Smith, both Miami flotilla members, were

All along the coast, the Coast Guard and its Auxiliary established a series of watch towers for their beach patrols during the war. Only a few are left today; this one is near Daytona, Florida. (Photo by the Author)



Temporary Reservists posing for the camera during WW2. (USF Special Collections)

spending a few days with their families aboard their boats anchored at Craig, in the Lower Keys. While they were there, the *SS James A. Moffat*, reportedly the world's largest oil tanker of its day, was torpedoed off Tennessee Reef Light.

With all Coast Guard patrol craft laid up for repairs, Kitchens and Smith had the only two boats within rescue distance. They took on full crews of regular Coast Guardsmen from their local station and struck out, in heavy seas, for the *Moffat*, more than eight miles offshore.

Just before they reached the blazing tanker, Smith picked up two lifeboats of survivors. Fourteen men also climbed aboard Kitchens' vessel, which then put about and started back to shore. Meanwhile, Smith and the *Moffat's* chief engineer continued on to search for the captain, recover the ship's papers and determine salvage needs. Killed before he could leave the ship, the skipper's body was found caught in the lifeboat falls. However, Smith and the engineer's report reclaimed the vessel for its owners and later enabled tugs to complete salvage operations with a minimum of time lost.

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Kitchens, meanwhile, was having troubles. On his way back in, he had picked up 16 more survivors. Now, with his boat overloaded almost to the danger point, the Coral Gables physician had to call on all the skills he acquired during long hours of Auxiliary classes and drills to navigate, without lights, through heavy seas and shallow channels. Nevertheless, about dawn, he brought his boat and rescued sailors safely to port, which earned him a commendation from Coast Guard Commandant Russell R. Waesche.

Airplanes joined the Auxiliary informally during the Second World War. The first official mention of a Coast Guard Auxiliary pilot dates from 1943. Public Law 451, passed by Congress in September 1945, added owners of aircraft and radio stations to the list of those eligible for membership in the Auxiliary.

Standing Down

By February 10, 1944, with the threat of U-boats practically eliminated and the invasion of Europe pending, the beach patrol in Florida ended. The tower watches by Temporary Reservists continued in some areas, but even this action was terminated on September 1, 1944.

In July 1945, with the war in Europe ending, units such as Flotilla 13 were disenrolled (equivalent to decommissioning) as Temporary Reserve Units, USCG, and returned to peacetime status as Auxiliary units. In some cases, as with Flotilla 13, records indicate that some members remained as Temporary Reservists until October 1945, when the war in the Pacific officially ended.

Many flotillas and their members received distinctions for their contributions to the war effort. As a case in point, Commodore J.E. Whit-

beck, commanding officer, USCG Seventh Naval District, presented the Security Shield of Honor, a national award, to Flotilla 13 and all other Temporary Reserve units that had seen similar service. The award citation, which still proudly hangs in the Flotilla 44 building, reads as follows:

For important contributions to the Port Security Program of the United States Coast Guard thus making possible the safe and uninterrupted flow of our country's manpower and war materials to the battle fronts of the world and hastening of the day of victory for the United Nations."

—Vice Admiral R.R. Waesche, USCG, commandant



A young Auxiliarist learns to signal with flags, 1940s. (Author's Collection)

By 1945, the Coast Guard Auxiliary boasted a membership of 67,533. At the same time, some 53,214 men and women, most of them Auxiliarists, served as temporary members of the Reserve. At the end of the war, the Coast Guard temporary reservists ("TRs") were "honorably disenrolled." Many remained Auxiliarists for years afterward, although wartime service had earned them no veterans' benefits and precious little else, other than public recognition. In 1946, the TRs were awarded the Victory Medal. Auxiliarists who had not joined the Reserve had to be satisfied with the thanks of Admiral Waesche:

"The war had changed the character of the Auxiliary. It had been conceived as a boaters' organization. During the war, the Coast Guard had used it as a means of recruiting and training temporary members of the Reserve. Virtually anybody who wanted to be a TR and could commit the time was welcomed. Many TRs did not own boats and, understandably, took little interest in the old Coast Guard Re-

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serve's peacetime activities."

Peace Brought Consolidation and Reorganization

District 7 originally covered Florida (except the central time zone areas), Puerto Rico and the U.S. Virgin Islands, and had its district headquarters in Key West. When the Coast Guard moved under the control of the Navy, its districts merged with their corresponding naval districts, and the term "Naval Districts" became standard. Accordingly, the 7th Coast Guard District headquarters moved to Miami. On January 1, 1946, the Navy returned the Coast Guard to the Treasury Department, and many Coast Guard districts were merged to consolidate members and resources more efficiently. The 7th District began to take the shape that we know today.

The 6th Coast Guard District, headquartered in Charleston, was incorporated into the 7th. Auxiliary divisions were remade and expanded, and flotillas renumbered to conform to their new organization. In 1946, Caribbean Auxiliary flotillas were established in Puerto Rico and the U.S. Virgin Islands. Today, the 7th District covers South Carolina,



Since the creation of the Auxiliary, recreational boat inspection has been one of its most important missions. (Author's Collection)

Spring 2014



In war and in peace, the Coast Guard Auxiliary continued its role in boating safety education, 1950s. (Author's Collection)

Georgia, Florida, Puerto Rico and the U.S. Virgin Islands.

The first Auxiliary manual, "Instruction to Coast Guard Auxiliary," CG -170, was issued in July of 1946. The Courtesy Marine Examination (CME) program was launched in the 7th District in 1947. And the Coast Guard, which had lost most of its regular aviation component to post-war cutbacks, and fully aware of the value of aircraft in search and rescue missions, particularly began to encourage Auxiliary aviators.

By mid-1947, however, Auxiliary membership had shrunk to 24,273.

New Times, New Mission — Recreational Boating Safety (RBS)

By the early 1950s, the Auxiliary was offering an eight-lesson course in "Outboard Safety." During the next few years, it added one-lesson and three-lesson basic courses. By the mid-fifties, more than 30,000 recreational boaters had passed Auxiliary education programs. The insurance industry provided strong boost to enrollment when several major insurance companies reduced their premiums for boats that passed CMEs and owners who passed Auxiliary courses.

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In 1958, largely due to lobbying efforts by Auxiliary members [Eds. *Note: Like any citizen, Auxiliary members are welcome to lobby elected officials as private individuals only; individual members are not authorized to contact elected officials on behalf of the Auxiliary*], Con-

gress passed Public Law 85-445, which authorized the President of the United States, then Dwight Eisenhower, “to proclaim annually the week including July 4th as National Safe Boating Week.” The event was later moved to the first full week that started on the first Sunday in June. In 1995, the date was finally changed to the full week (Saturday through Friday) before Memorial Day Weekend each year.

New Times, Original Mission — Operations

The Auxiliary’s other mission remains operations—the Auxiliary assists the Coast Guard with several

non-military functions, including search-and-rescue (SAR), safety, regatta, and harbor patrols, and checking aids to navigation (ATONs).

By the early ‘60s, the number of registered yachts and motorboats in the United States had surpassed five million, and membership in the Coast Guard Auxiliary numbered 22,000.



Uniform of a National Commander as worn between 1945 and 1955. (Author’s Collection)

The task of administering the organization had outgrown the capacity of the national board. In 1968, the staff at the national level was reorganized. The elected national commodore and vice commodore were authorized to appoint a staff of 40 additional officers to preside over four departments: Comptroller, Public Relations, Operations, and Education. Each department was divided into divisions which, in turn, were subdivided into branches — an organizational pattern similar to that of the Coast Guard.

In 1969, the position of national rear commodore was added, later increased to three national rear commodores, representing the Eastern, Central and Western areas.

Today, the Auxiliary has a National Commodore, a Vice National Commodore, and four Deputy National Commodores (DNACO) who report to the Vice National Commodore; three are elected, and one (*Information Technology & Planning*) is appointed. Each DNACO oversees a specific set of operational areas, assisted by one or more appointed Assistant National Commodores (ANACO). Each of the three elected DNACOs are also the reporting point for approximately one third of the Auxiliary’s 16 District Commodores.

The number of departments has fluctuated over the years. In 1996, the number stood at nine: Public Affairs, Finance, Education, Information Services, Legal Affairs, Member Resources, Operations, Training, and Vessel Examination.

Today, those nine departments



Miami Auxiliarists inspect lifesaving equipment, 1950. (Author’s Collection)

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Auxiliary uniforms changed little between the 1940s and 1960s. (Author's Collection)

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have become five directorates: *Administration* (Chief of Staff: Chief Counsel, Diversity), *Operations* (Response & Prevention: Response, Incident Management & Preparedness, Prevention, International Affairs), *Recreational Boating Safety* (Recreational Boating Safety: Vessel Examination & RBS Visitation, Public Education, RBS Outreach), *Mission Support* (ForceCom: Government & Public Affairs, Training, Human Resources), and *Information Technology & Planning* (Planning & Performance: Planning, Performance; Information Technology: Computer Software & Systems, User Support & Services).

Another Move – Another First

In 1967, the Coast Guard and the Auxiliary went from the Department of the Treasury to the Department of Transportation. Four years later, Congress passed the Federal Safe Boating Act of 1971, which expanded the Coast Guard's role in supervising boating on inland waterways. The act also provided that the Auxiliary be placed at the service of individual state governments when they asked for its assistance.

By the end of the '70s, Auxiliarists felt more a part of a truly national organization. In 1979, Auxiliary membership surpassed 46,000 – which exceeded the Coast Guard by about 25 percent. A major barrier fell when Bolling Douglas of the 7th District was elected first female district commodore in 1979.

The next decade opened with two tragic accidents on Tampa Bay, Florida. On the night of January 28, 1980, the Coast Guard tender *Blackthorn* sank after colliding with the tanker *Capricorn*, with the loss of 23 Coast Guardsmen. On May 9 of the same year, the freighter *Summit Venture* rammed the main span of the Sunshine Skyway Bridge,

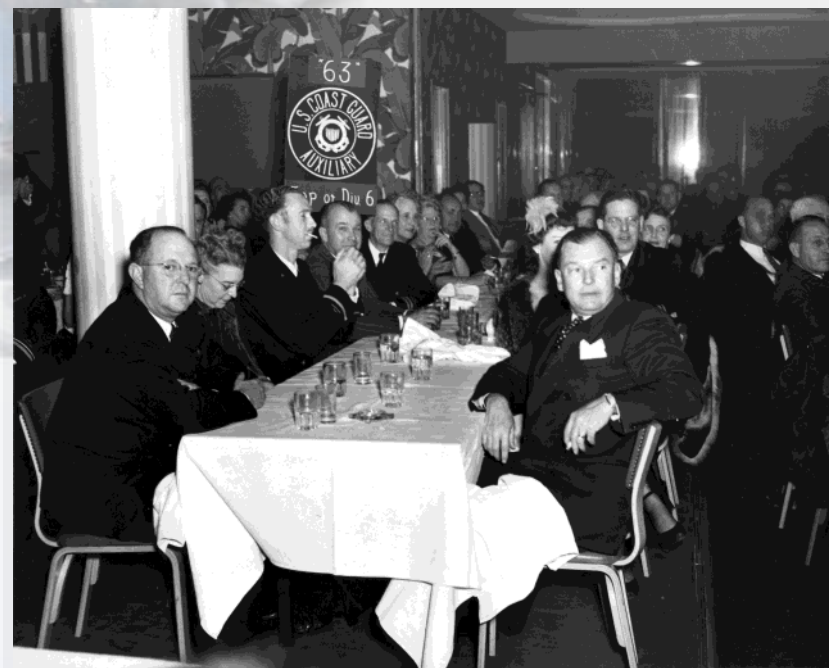
knocking more than 1,200 feet of roadway into the water and killing 35 people. In both cases, the Auxiliary helped with search-and-rescue operations.

In the spring of 1980, the government of Cuba suddenly announced that it would permit a massive emigration, through its port of Mariel. For three weeks, a steady stream of small boats of every description, averaging 200 to 300 per day, made their way from Cuba to Florida. The Coast Guard mobilized all its resources in the area, while Auxiliarists manned radios, performed search-and-rescue missions along the Florida coast, and stood watch at Coast Guard stations.

In 1987, Auxiliary membership stood at 39,144 – a decline of nearly 20 percent from 1976.

The nineties saw the Seventh District further tested by weather and international politics.

In 1992, Auxiliarists evacuated hundreds of people from the path of Hurricane Andrew. In 1994, a military coup in Haiti released another



Fellowship remains as much a cornerstone in today's Auxiliary as when members of Third Flotilla of Division Six gathered in the 1960s. (Author's Collection)

(Continued on page 62)

(Continued from page 61)

surge of immigrants, many of whom headed for Florida. In response, the Coast Guard and Auxiliary mobilized for their largest search-and-rescue operation since the Second World War.

Joining Homeland Security

Following the attacks of September 11, 2001, on the World Trade Center and the Pentagon, Congress created a new Department of Homeland Security and moved the Coast Guard and Auxiliary into it. "9/11" brought the Seventh District challenges not experienced since World War II. Auxiliary Flotillas assisted in port security patrols, some operating for 18 months, 24 hours, seven days a week. One Auxiliarist recounted:

[In the] days after the attack, I had the privilege to serve in one of these port security patrols as a boat crew trainee on Jerry Routt's vessel known as the *Insanity*. We departed from the public boat ramp on Davis Island and reported for duty at the Coast Guard Marine Safety Office. From there we patrolled along Harbor Island and Garrison Channel. Upon entering the Ybor Channel, our serious work began, recording the various ships and other vessels [,] as well as keeping an eye out for anything suspicious. There wasn't much going on and things were very much calm. However, I noticed some graffiti in Arabic



Guy Markley (VC0-7) and Mary Day (SO-FN V) conduct a radio interview aboard the USCGC *Eagle* during its visit to Miami in April 1988. (Auxiliary Photo from 7th District *Breeze*, supplied by the author)



Herb Walker, of Flotilla 82 (Longboat Key), in a 1990 article in the *Breeze*, recognizing his over fifty years of service to the Auxiliary, beginning with the Temporary Reserves during WW2. He carries the binoculars he used on wartime patrols in the Temporary Reserves. (Auxiliary Photo)

that was newly painted onto the seawall near the naval reserve center. Jerry instructed me to photograph the scene and present it to the Coast Guard. A few weeks later, we found out that the photo I took went up to several intelligence agencies and came back with the following translation: "Death to the Terrorists."

On October 18, 2001, Flotilla 79, Tampa, provided a general boating safety course to United States Air Force security personnel from MacDill Air Force Base. Apparently the Air Force bought two 19-foot boats, powered by two 225-horsepower engines, for their security police, who then needed to learn boating skills quickly. (Local law enforcement and Coast Guard personnel, who had been patrolling MacDill's waterfront security zone since the attack, needed to cut back to meet other needs.) Because the Air Force needed their men out on the water as soon as possible, Auxiliarists taught them the complete course in one day. One officer and 16 NCOs and enlisted men of the 6th Security Forces Squadron were trained and graduated from the course. Later that day, the flotilla's coxswains and boat crews took the Air Force graduates out on Auxiliary boats for hands-on experience and familiarization with MacDill's coastal area.

(Continued on page 64)



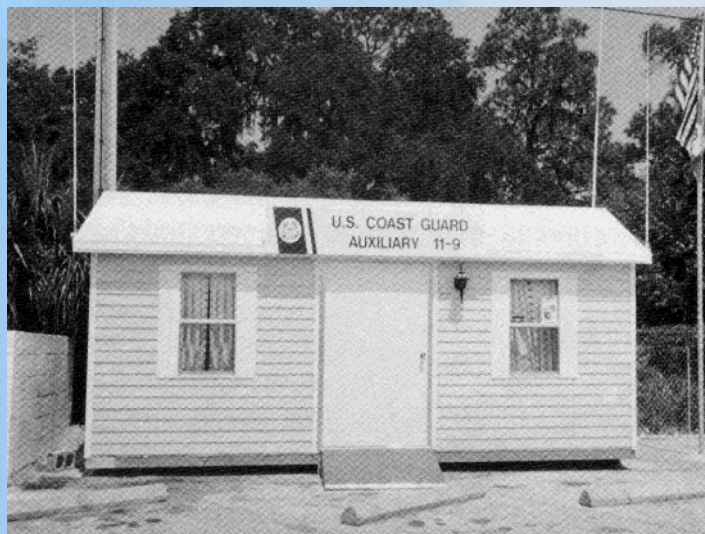
Miami Auxiliarists inspect a pleasure craft in 1950. (Author's Collection)



Auxiliary inspectors affix the decal that says the vessel conforms with USCG requirements, 1950. (Author's Collection)



A.M. de Quesada is the District 7 historian. Auxiliary photo.



Flotilla 11-9, Tarpon Springs, Fla., gets its own communication center in the 1980s. (Auxiliary Photo from 7th District *Breeze*, supplied by the author)



District Seven "Spring Fly-In" to Clearwater Air Station in 1992. (Auxiliary Photo from 7th District *Breeze*, supplied by author)



(Continued from page 62)

Looking to the Future

Since then, the Seventh District continues to answer the call and perform its duty, from assisting in preparation for – and providing relief during – hurricanes *Charley* and *Katrina* to providing waterway, dock and bridge security during the Republican National Convention in 2012.

Through it all, Auxiliarists continue to live by our motto, *Semper Paratus* – Always Ready!



More photos on the next page...

U.S.C.G. Commandant J. William Kline (right) presents the Brunzl Boating Safety Award to Solomon Spiegel during ceremonies at the Coast Guard Auxiliary National Conference in Atlanta on 7 September 1991. (Auxiliary photo from the *Navigator*, supplied by the author.)



Members from District Seven sailed on the *SS Independence* for a week's cruise of the Hawaiian Islands prior to the National Conference held in Honolulu in September 1988. (Auxiliary Photo from 7th District *Breeze*, supplied by the author.)





Unidentified Auxiliary photos,
scanned and supplied by the author.



This sea-worthy skiff donated to Flotilla 59, by Ralph Evimude, is fully equipped, has a 50 watt radio and is powered by a 75 H. P. O. B. engine. That salty old sea-dog at the helm is Division Staff CME Officer Manuel Francis of Flotilla 59. Both skipper and facility are ready and able for S&K, patrol & CME duty. She docks at Port Salerno. This craft recently was used in an all-right rescue of a small boat marooned with 3 aboard off Road Wilderness Park on Jupiter Inlet.



The States of District 7.
Auxiliary collage by
Bob Fabich, ADSO-PB-Graphics.

**Florida Fish and Wildlife Conserva-
tion Commission (FWC) names**

2013 Boating Educator of the Year



The FWC selected Henry Cespedes of the United States Coast Guard Auxiliary's Flotilla 67 as Florida's 2013 Boating Educator of the Year. Cespedes has been a dedicated boating safety instructor for over 15 years, teaching courses in both English and Spanish.

from
Boating Accidents Statistical Report
2013

Submitted by
Dottie Riley, Flotilla 79, SO-PB

From: Papp, Robert ADM

Subject: SHIPMATES 29 AND FINAL - WE ARE COAST GUARDSMEN

Shipmates:

Four years ago we set the watch and committed ourselves to Steady the Service, Honor our Profession, Strengthen our Partnerships, and Respect our Shipmates. These were not new, but enduring principles that reflected a return to our essential character as a Service and as Coast Guardsmen. There were many people urging me to re-brand our Service: my response was, we have one of the most respected and recognized brands in the world, the United States Coast Guard.

My highest priority was to sustain mission excellence, with a focus on Proficiency in Craft, Proficiency in Leadership, and Disciplined Initiative. But another unwritten, unstated purpose behind my focus on those enduring principles was to break down barriers between communities and get us thinking as one Service, as Coast Guardsmen.

As Coast Guard men and women, we share a bond of pride in our rich heritage and a common purpose to uphold our honorable traditions. We are defined by unsung heroism and selfless service. We protect our Nation. We risk our lives to save others. We give our utmost when cold, wet and tired. Countless times, we have extended our arm down into the water to rescue those in peril from the sea. We will always extend that same arm to help a shipmate in need.

Coast Guardsmen are always ready. We perform our security, humanitarian and environmental response missions with an unrelenting sense of pride. When disaster strikes, whether natural or manmade, we are first on scene. We are often the last to depart.



Admiral Bob Papp. USCG photo

Coast Guardsmen are agile, adaptable, ready to perform every mission and answer every call. Born as revenue cuttermen, lighthouse keepers, steamboat inspectors and surfmen, we have expanded to meet the maritime needs of our Nation. We are still the keepers of the lights, but we also now patrol far more distant waters. We readily go wherever there are important, difficult and dangerous maritime duties to be performed.

As we look to the future, we must never forget our past, our history, or our heritage. We revere that long blue line of Coast Guardsmen who by their devotion to duty and sacrifice of self have made it possible for us to be a member of a service honored, respected, and imitated around the globe.

This is our chosen profession. This is our way. This is what we do. We are privileged to be members of a very unique Service that, due to our collection of missions and legacy agencies sometimes defies



logic when someone attempts to classify us or place a label on us. For this reason, whenever I am asked to describe what I am, I always reply with pride: I am a Coast Guardsman. We are the men and women of the United States Coast Guard.

As we take in the lines and shove off on our next voyage, the Coast Guard's First Lady, Linda, joins me in wishing each and every one of our Coast Guard men and women, and their families, fair winds. I have always referred to you as shipmates. That is and will remain shorthand for members of the Coast Guard family, active duty, reserve, civilian, and Auxiliary. Thank you, it has been our greatest honor to serve all of you, and our Nation, as the leader of the world's greatest Coast Guard.

Stand a taut watch. *Semper Paratus.*

Bob Papp

ADM Bob Papp, Commandant

From: Zukunft, Paul ADM
Sent: Friday, May 30, 2014 12:31 PM
Subject: Commandant's Change of Command

To the Men and Women of the United States Coast Guard,

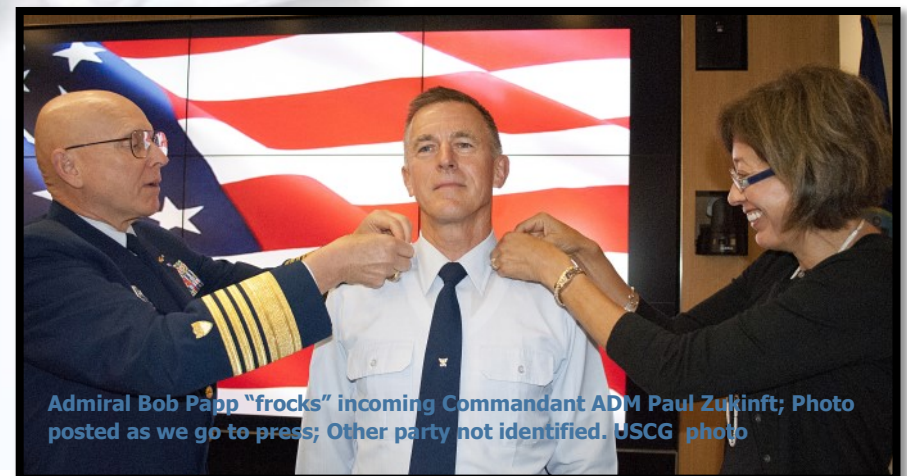
Earlier today, I had the honor of relieving Admiral Papp as the 25th Commandant of the Coast Guard. I am incredibly humbled by this opportunity, and I thank Admiral Papp for his leadership and service to the nation over the last 39 years.

Below you will find the web address to my Commandant's Direction. This document is intended to guide the Service during the next four years. It is founded on our Core Values of Honor, Respect, and Devotion to Duty, and guided by the principles of Service to Nation, Duty to People, and Commitment to Excellence. I ask that each of you, whether Active Duty, Reserve, Civilian, or Auxiliarist, take a moment to review its contents.

<http://www.uscg.mil/direction>

You inspire me, and you have my trust, confidence, and admiration. Together, we will ensure our Service is always ready for the challenges ahead. *Semper Paratus!*

Paul Zukunft
Admiral Paul Zukunft
Commandant



Admiral Bob Papp "frocks" incoming Commandant ADM Paul Zukunft; Photo posted as we go to press; Other party not identified. USCG photo



WANT TO SEE YOUR PHOTO OR AN ARTICLE ABOUT YOUR FLOTILLA IN THE NEXT ISSUE OF THE *BREEZE*?

WE CAN'T PRINT IT UNLESS YOU SEND IT TO US ...

THE *BREEZE* FEATURES PHOTOS AND ARTICLES THAT SHOW THE AUXILIARY "IN ACTION" AND REFLECT DISTRICT OR NATIONAL INTEREST

SEND LETTERS OR COMMENTS — AND ARTICLE AND PHOTO SUBMISSIONS — TO THE EDITORS AT D7BREEZE@YAHOO.COM