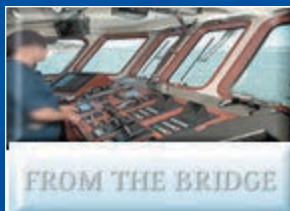


Spring 2015

Breeze

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



FROM THE BRIDGE

Articles ...

- Commodore's Message
- I'm Okay ... You're Wonderful!
- Don't Let Politics Erode Our Core Values



DISTRICT 7 IN ACTION

Articles ...

- Time to Gear Up for National Safe Boating Week
 - Auxiliary Air (AUXAIR) in San Juan
 - Operational Innovations in Support of Team Coast Guard
- ... and more ...



YOU AND THE AUXILIARY

Articles ...

- Changes in the DIRAUX Office
- Reaching Out through Social Media
- New Auxiliary Uniform Policies ... and more ...



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Articles ...

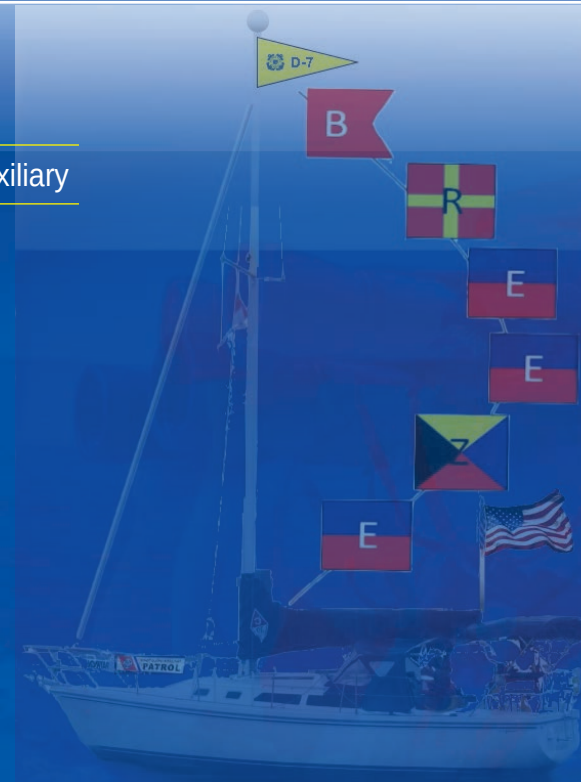
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- Drunken Boating Could Go on Driving Records in Florida
- "Wear It!" New Public Service Announcements ... and more ...



TEAM COAST GUARD

Articles ...

- Coast Guard, First in Flight by Wright
- Social Media Safety: Keeping Yourself and Loved Ones Safe Online
- Commander Seward "Cleans Up" Just Released: USCG Boater's App ... and more...





*Andy Render, Flotilla 15-01, DIR-Vd, waits on Larry Berman's facility, Gasman II, with other members (not in photo) from Auxiliary Division 15, while Coast Guard crew members from Station Yankeetown prepare for stern tow exercises on their new 29-footer.
Auxiliary photo by Diane Berman, DCDR, Division 15.*



UNITED STATES COAST GUARD

District Commander

Rear Admiral Scott A. Buschman

Director of Auxiliary District 7

Commander William Seward, USCG

Operations Training Officer

CWO Christopher W. Acklin, USCG

U.S. COAST GUARD AUXILIARY

District Commodore

Commodore Robert Weskerna

District Chief of Staff

Judith Hudson

Immediate Past District Commodore

Commodore John Tyson

District Captain North

Carl D. Motes

District Captain West

Paulette P. Parent

District Captain East

Gary P. Barth

BREEZE is the official publication of the U.S. Coast Guard Auxiliary 7th District and is intended as a publication to keep the membership apprised of the activities of the Auxiliary. All articles and photographs submitted must be consistent with the policies of the Coast Guard and the Auxiliary and may not be returned. Electronic submissions are encouraged.

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Division 4	Donald S. Proscia
Division 5	Gregory A. Barth
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Division 7	Jeffrey O. Gines
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Division 14	Victor J. Aquino
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Division 16	Malcolm H. Sprague, Sr.
Division 17	James D. Roche

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Prevention	Lawrence S. Berman, DDC-P
Response	Craig Elliot, DDC-R

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Donald L. Wellons	DSO-CM
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Logistics Directorate

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Carl Lucas	DSO-DM
James Andrew Poole	DSO-DV
Angela Pomaro	DSO-HR
Susan Z. Hastings	DSO-IS
Miguel E. Corco	DSO-MA
Constance O. Irvin	DSO-PA
Stephen Ellerin	DSO-PB
Diane Riggan	NSBW
Alejandro de Quesada	District Historian
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James F. Stone	DSO-FN
Theresa Sweeney	PPDCA

District Administrative Assistant & Aide

Teresa A. Barth	D-AA
Richard F. Laughlin	D-AD
Carolyn R. Hooley	D-AD



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COMMODORE'S MESSAGE

Bob Weskerna, District Commodore (DCO)

An old quote from the 70's attributes Woody Allen with claiming, "Showing up is 80 percent of life." Woody continues, "Sometimes it's easier to hide home in bed. I've done both."

The point is that Jackie and I have now traveled to every division, with the surprising exception of Division 16. Surprising because Division 16's Area of Responsibility (AOR) is the U.S. Virgin Islands, and one might wonder why, of all places, we've missed that opportunity? No excuses, and to Malcolm Sprauve, Division 16 Commander, please note that we haven't forgotten you and your members.

The point of all this is to admit that meeting you, the members of District 7, is the best part of my job as Commodore.

However, for those of you who cannot attend your division meetings, we have arranged a substitute method of visiting. It's only one way, from me to you, but it will give you an opportunity to hear my thoughts and plans. It all happens on You Tube. Just go to USCGA-district-7.org and find 'What's New' under the



You Tube link. We'll be changing the message from time to time, so check it out regularly, and let me know what you think.

***Our D7 goal is to increase
our performance numbers in
each area of Recreational
Boating Safety (RBS)
by 10 percent or more.***

While you're looking around the D7 webpage, please take a look at Carolyn Hooley's "2015 D-Train Information" button, right above "HR Corner" at www.USCG-district-7.org. Plans are underway to give you a great fall Training/Fellowship experience at this year's District Training (DTRAIN).

We're very excited to bring to you the same big band that played at last year's National Conference (NACON) in Orlando. Whether you dance, sing along, sit and listen, or nap, I think you'll experience something that you haven't heard in years – real music played, with actual instruments, by musicians who are at the top of their game. It's not too early to reserve your room at the Florida Hotel and Conference Center. Dates are 17-20 September, 2015.

Did I mention that this could be an opportunity to hear and meet with our incoming District Commander, Rear Admiral Scott Buschman?

One of the biggest challenges as District Commodore is being nearly always on the road. While it is rewarding, I regret not being able to support my local flotilla to the extent I'd like.

For example, I just completed my first Vessel Safety Check for the year. Pretty sad, and I hope to be able to report in a future issue that my numbers are a lot better. Remember, our D7 goal is to increase our performance numbers in each area of Recreational Boating Safety (RBS) by 10 percent or more. Although I have done 72 Program Visits (PV's), even that's below my typical count at this time of the year.

To meet my own goals, I've got to get moving, and I hope each of you will adopt this attitude as well. Our lives are busy, but we "own" the RBS mission for the Coast Guard.

Let's get out on the docks, water, air, in classrooms, etc., to accomplish what we've been trained to do: Be the best trained, most effective, maritime volunteer organization in support of the Seventh Coast Guard District, focusing on recreational boating safety, maritime and air support missions. ■



From the Bridge ...

I'M OKAY ... YOU'RE WONDERFUL!

Judith Hudson, District Chief of Staff (DCOS)

Many of us feel that we don't have diversity issues in the Auxiliary or that we don't need more diversity. We have had diversity training at work, and know what not to do and say. Some feel that the diversity mission is a minor focus at best. In the scheme of things, diversity may seem pretty unimportant when we have air and sea search and rescue missions, when our primary goal is to ensure that as many recreational boaters as possible know the safety equipment they should have and learn the "rules of the road."

Diversity may also seem less important than protecting the environment. So, when no one volunteers to be the flotilla or division staff officer for diversity, most of the time, no one complains or even asks about the vacancy. For the very busy flotilla commanders who have a dozen priorities on any given day, or the division commanders who try to keep everything moving forward, diversity often doesn't rate very high either. Why worry about it?

Let's take a moment to ensure that we are talking about "real" diversity.

As we are all aware, our country's population is multicultural. With more immigrants and more intertwining of cultures in second and third generations, we're becoming more diverse every day.



At the same time, the missions that the Coast Guard requests from us are more diverse. In the past few years, the Coast Guard has called for more and varied missions for personal water craft (PWCs) and flat boats, for food specialists and for public affairs specialists. Sectors and Stations are calling for Auxiliarists to take more of a lead in commercial fishing vessel examinations, to act as additional assistant pollution responders, and to support local unit needs as force-multipliers.

If we are going to continue to be effective, we will need a greater variety of skills, talents, experiences, and perspectives to serve our Coast Guard communities successfully.

What real diversity means is to:

- Be aware of others – focus on what they have to offer, those skills and talents that are different from yours, and understand their cultures and backgrounds.
- Be reflective of yourself – know your beliefs and prejudices, know the value of your experiences, but also realize the vast amount of experience and knowledge that you may lack.
- Be respectful – listen, ask



questions, learn from others, be open-minded, accept differences. You don't have to agree all the time.

So, the success and future of the United States Coast Guard Auxiliary depends on our attention and effort to this department and mission.

You can help. You can volunteer to be a diversity officer. You can promote diversity at your meetings, with your programs, and in your

approach to all that we do.

We are all recruiters. Encourage everyone to seek new possibilities and explore new sources of recruiting that will attract a variety of cultures, ages, and experiences among our recruits. Really get to know more members of your flotilla and division and what they have to offer. Make it a habit to welcome new ideas and viewpoints in all matters.

I recently read a quote that is so simple and so true. "Diversity is the one true thing we all have in common." It's a new way of looking at this subject. We are each unique, and each of you is wonderful. Together we form an organization and make a remarkable contribution. Being even more proactively inclusive will only enhance that. You can help. ■



From the Bridge ...

DON'T LET POLITICS ERODE OUR CORE VALUES

Commander William E. Seward, USCG Director of Auxiliary, District 7

In my brief time as the District 7 Director of Auxiliary, I have yet to hear someone say, "I enjoy Auxiliary politics." On the other hand, I meet plenty of members who grumble about our politics. So, if nobody takes pleasure in our politics, why all the politics?

I believe our political system is a necessary process in choosing our leaders, but it has to stay untainted to preserve the integrity of our culture.

Now you may be thinking, "I hate politics, I'm not political, but the Auxiliary is very political. I clearly didn't want this." Unfortunately, we need not be political to create an extremely corrosive political environment within the Auxiliary. I believe it's often those who are the least political who accidentally encourage caustic behaviors. All too often, those of us who seek office emulate some less desirable mainstream campaign strategies and tactics. We should resist this practice and seek to be elected in a



professional, honorable and respectable way.

What do I mean by corrosive politics? I am referring to people who advance their Auxiliary careers or agendas by avoiding due process or retaliate against their opponents or their constituents.

These forms of politics really detract from our service and separate us from our Core Values.



*Aspire to greatness
and demand the very best
from your elected leaders.*

Let me restate that: Corrosive politics erode our Core Values. So, how do we prevent it? Encourage forward-leaning aspiring leaders to run for office and discourage unopposed races. Showcase strengths, skills, experience and knowledge. Our own merits, traits, and reputation will follow suit. Respect

opinions and be less defensive of criticism, even if it seems to be directed at our character. Incumbent leaders must eliminate the fears of retribution towards their challenger(s). If you are running for an elected leadership position, don't project ill will towards your opponent(s). Set a good and positive example.

Elections for Coast Guard Auxiliary leadership positions need to be conducted in a healthy manner that preserves our Core Values. Then, once the elections are done, shake hands, pat each other on the back and focus on the mission – we have a job to do!



No matter how the cards fall after each election, I commend and congratulate everyone who gets involved in the leadership process – that kind of courage alone deserves our respect and recognition.

At the end of the day, you have the "power of the vote" to support leaders who embrace our Core Values. Please vote, aspire to greatness, and demand the very best from your elected leadership. ■



From the Editor ...

CHARTING NEW COURSES

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

Thanks to those who have let us know that you like our new look, introduced last issue. We'll continue to experiment, to discover ways to make the issue more navigable, and your reading more enjoyable, on all of your electronic devices.

Several articles in this issue remind us that our next major event is National Safe Boating Week (NSBW), coming up just before Memorial Day Weekend. For most of the country, that weekend traditionally ushers in the official boating season. While many of us in District 7 are blessed with a 364-day boating season, NSBW provides a great opportunity to



“catch the wave,” and get the word out to all recreational water users in our area of responsibility (AOR) to use the water safely.

NSBW presents a great time to contact all of the organizations in your AOR – our area of responsibility for boating or water safety and invite them onto the bandwagon.

Remember that the Coast Guard tasks the Auxiliary with being the “pied piper” to the recreational water safety community. Now is the right time to reach out to other organizations with sympathetic aims and get them on board for NSBW. ■

ERRATUM

Diane Berman, Division 15 Commander, and Jim Simon, Flotilla Commander, 15-1, both wrote to point out that, in our last issue, Linda Jones, the author of the article entitled, “From Trainee to QE” on page 42, should have been identified as belonging to Flotilla 15-1 of Crystal River. We apologize for this error.

As Cicero reminds us, *hominis errare est ...* and we are certainly human.

Send comments and submissions to Editor (DSO-Publications) to: D7Breeze@yahoo.com.

Breeze articles and photos may be reprinted with credit to Breeze and the author.

We encourage division and flotilla publications to do so.

District 7 has two general readership publications: *Breeze* and *Connection*...

- *Connection is D7's “people” magazine*
- *As D7's “feature” magazine, the Breeze will focus on full-length feature articles*



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TIME TO GEAR UP FOR NATIONAL SAFE BOATING WEEK

by Diane Riggan, BC-ACN (Branch Chief for NSBW)

As Branch Chief for National Safe Boating Week (NSBW) of the Public Affairs Directorate, in the Community Support division, I am reaching out to all of our Auxiliary Public Affairs officers (PAs) to share ideas and to help establish points of contact for reporting activities.

My goal is to make the Auxiliary's NSBW efforts highly visible and to ensure that they reach the broadest audience possible.

Let us start by ensuring that there is a NSBW point of contact at each level. Has your commander yet appointed a NSBW chair committee? How will you or that chair discover what your division and neighboring flotillas are planning for NSBW events? Do you have plans to contact your district or division Recreational Boating Safety specialist to help acquire resources and to promote NSBW jointly at events? Do you include other RBS marine partners, such as the U.S. Power Squadrons, Army Corps of Engineers, or marine retailers?



As with any process, the discovery phase is the toughest.

Establishing communication with the proper people is the next step. This is where you come in.

Contact your District DSO-PA [through your Chain of Leadership] for your district's NSBW-2015 "toolkit" which

should include sample press releases, photos, videos, interview techniques, tips on creating your media contacts, and ways to promote events in your local area. Sometimes what worked for one district, division or flotilla – or even a partner organization – will work for you.

I am currently compiling a list of these "best practices" along with tips on where to find resources for a successful NSBW campaign.

This is a team effort. Although we have been fragmented in past years, with your help, we can make every Auxiliary member a part of this year's NSBW team. ■

AUXILIARY AIR (AUXAIR) IN SAN JUAN

by Robert Fabich, ADSO-AV, Flotilla 16-1, St. Croix

*AUXAIR Strategic Plan Released during
Commander Seward and COMO Tyson's Visit to San Juan*

Commander William Seward, director for the Auxiliary district 7 (DIRAUX), District 7 Commodore John Tyson, and Gary Barth, District Captain-East (DCAPT-E) marked the end of a successful year of the Auxiliary Aviation Program (AUXAIR) with a tour of Puerto Rico and the U.S. Virgin Islands (USVI) The crew had anticipated a 1000-mile, non-stop trip but switched to a more conservative route when a large low-pressure system threatened the area.

With Pilot Doug Armstrong, district flight safety officer (DFSO) and Copilot Ken Plessner, district staff officer for aviation (DSO-AV) at the controls, we departed Coast Guard Air Station (AIRSTA) Miami in Armstrong's Citation twin-jet.

En route, we made a fuel stop at the OPBAT facility in Great Inagua, Bahamas. Before we could land, we made a low pass over the runway to insure that donkeys and flamingos would not be a problem. After landing and fueling up, we had a short tour of the OPBAT hangar. The new, all concrete hangar replaced one that was destroyed a few years ago.

The next leg, into St. Croix, USVI, proved uneventful. That evening, we gathered at the Palms at Pelican Cove resort for the reception and dinner, where we enjoyed fellowship, caught up on recent missions, and made plans for the following year. Discussions centered on how best to tackle challenges across the district, with a special focus on vital paperwork.

Saturday morning, the team flew on to San Juan to meet with Sector San Juan and AIRSTA commanding officers for the AUXAIR quarterly

continues next page





District 7 in Action ...

AUXILIARY AIR (AUXAIR) IN SAN JUAN

(continued from previous page)

briefing. Here, the Coast Guard presented four medals of Operational Merit and two Auxiliary Commandant Letters of Commendation to AUXAIR members from AIRSTA Borinquen (BQN).

Sunday, the DIRAUX and DCAPT-E took off for a Maritime Observation Mission in the Mona Pass. During that patrol, local command diverted the flight to search for a person in the water, however they found no one. The flexibility to divert for such missions illustrates one of the many benefits that the AUXAIR program gives the Coast Guard.

Operational Highlights: Auxiliary Aviation in CY14
Just a few of the many Auxiliary Aviation missions in the past calendar year (CY14) include:

Search & Rescue

Jan: 12 migrants observed swimming towards Mona Island (BQN)

Mar: 28-foot fishing vessel taking on water ... joint with USN and USCG Savannah (SVN)

Jul: located overturned vessel with four persons in water (PIW) off Air Station Clearwater (CLW)

Migrant Interdiction

Jan: 39 migrants on Marquesas Key Miami (MIA)

Feb: 20 migrants on Marquesas Key (MIA)

Drug Interdiction

Jan: 300 pounds cocaine on a 20-foot yola (BQN)

Apr: 1100 kilos cocaine on a go-fast ... joint

USCG/CBP/FURA/HITRON (BQN)

Aug: 11 bales marijuana unattended near Mona Island (BQN)

Logistics

Mar: MH-65 flew parts to Great Inagua, Bahamas ... two occasions (MIA)

Apr: MH-65 carried parts and technician to Guantanamo Bay, Cuba (BQN)

Mar: transported RADM Korn and party ... Savannah, Atlanta, Mayport (SVN)

Sep: transported D7 legal counsel team ... CGAS MIA to CGAS BQN and return (BQN)

Dec: transported RDML Haycock from Hampton, VA to Charleston, SC (CLW/SVN)

Marine Safety and Environmental Protection and Living Marine Resources

The following highlights a few of AUXAIR's Marine Safety and Environmental Protection (MSEP) and Living Marine Resources (LMR) activities for CY14

Feb: photograph freighter grounded in Christiansted Harbor (BQN)

Apr: fishing activities at closed fishing area reported to Sector San Juan (BQN)

Aug: post tropical storm Gonzalo damage assessment flight (BQN)

Sep-Dec: algae bloom investigation with Florida Wildlife personnel aboard (CLW)

Dec: discovered illegal fishing; 170 conch and nine lobsters confiscated (BQN)

Aids to Navigation

The following highlights Aids to Navigation (ATON) missions for CY14

Aug: search for a buoy that broke its moorings (SVN)

Sep: out-of-position ATON reported to Sector Key West (MIA)

Auxiliary Aviation in CY14 - Significant Events

D7 designation of AUXAIR as preferred resource for first-light searches on flare sightings and uncorrelated maydays under specified conditions. Reflecting on their achievements last year, Ken Plessner, DSO-AV of Flotilla 12-3, Lake Murray, S.C., believes that,

“District Seven AUXAIR has essentially achieved all of the goals ... in the 2013-14 Plan.”

Currently, AUXAIR operates with more than 150 Auxiliarist and about 50 privately owned aircraft in D7. “In the coming year, the community will celebrate the Centennial of Coast Guard Aviation. Centennial activities will begin on January 22, 2016,” Plessner adds.

That would be the birthday of Lieutenant (LT) Elmer Stone, “...marking 100 years since LT Stone, the first Coast Guard aviator, was ordered to begin naval flight training. The successes and sacrifices of those who have served in the past century have become a model for Auxiliary aviation to emulate going forward.” ■



District 7 in Action ...

OPERATIONAL INNOVATIONS IN SUPPORT OF TEAM COAST GUARD

by William F. Hanlon, III, Auxiliary District Coordinator - Incident Command Systems

The Coast Guard's "After-Action-Reports" (AAR) following major Incident Command System (ICS) events consistently praise the Auxiliary for its All Hands response. However, they also consistently cite the need for critical improvements to policy and procedures for the deployment of Auxiliary personnel and equipment. Areas that could use improvement include:

- Initial Notification;
- Accountability;
- Vetting Process;
- Documenting ICS & USCG Skill Qualifications; and
- Member Recognition and After-Action Reporting.

***"... We just don't deploy very well.
It is not a matter of "if" – it is a matter of
"when" – we are asked again to
support a major response."
– Late COMO Don Frasch***

Commodore Walter Jaskiewicz and Commodore John Tyson have also recognized the need to address these AAR deficiencies.

Today District 7 is leading the way for the Auxiliary in addressing shortfalls and improving member deployment procedures during large-scale Coast Guard responses. As part of an overall tactical and



administrative solution, District 7 has established an Auxiliary District Coordinator (ADC) for ICS situations.

District 7 has established an Auxiliary District Coordinator (ADC) for ICS situations

The organizational structure reflects three sections reporting to Dan Jacquish, Flotilla 51, the Deputy ADC:

1. Emergency Operation Centers (EOC) - (Cheryl Brown, Flotilla 67)

This section coordinates with the District's six Auxiliary Sector Coordinators (ASCs) to staff local EOCs with ICS qualified Auxiliary members. They serve as "Coast Guard Agency Representatives" (CGAR), which frees active duty and reserve personnel for operational activities.

The secondary purpose of staffing EOCs with qualified CGAR's is to provide select Auxiliary members entry-level exposure to Emergency Incident Management opportunities.



Recently developed "Best Practices" in Auxiliary EOC deployments include minimum ICS competencies for members, thorough EOC familiarization, and frequent member participation with local administrators in on-going EOC training opportunities.

Participation in EOC Support is an excellent way for Auxiliary members to interact with local community emergency management professionals and other Coast Guard partners. Establishing such networks is better than relying on active-duty personnel, since most Auxiliary members are longstanding residents of their community, while

continues next page



District 7 in Action ...

OPERATIONAL INNOVATIONS IN SUPPORT OF TEAM COAST GUARD

(continued from previous page)

active duty personnel frequently cycle through a geographical area.

2. Auxiliary Contingency Support Plan (ACSP) and Advanced ICS Training (Dewey Jackson, Flotilla 13-8)

The ACSP is a policy document that supplements the USCG D7 9770 Contingency Plan. The ACSP details deployment procedures for D7 Auxiliary members when supporting a large-scale ICS incident in which a Unified Command structure has been established.

The ACSP and Advanced ICS Training section should:

- 1) Maintain an on-going relationship with USCG District 7 Contingency Preparedness and Exercise Branch staff to ensure the ACSP remains consistent with the Gold Side 9770 Contingency Plan;
- 2) Ensure the exercise of the ACSP at least twice a year with approved procedural modifications annotated as required; and
- 3) Coordinating with the six ASCs in maintaining a list of Auxiliary members in need of Advanced ICS training, such as ICS 300, 339, and 400 level courses.

3. Auxiliary Mass Rescue Operations Specialist (AMROS) (Efrain Sora, Flotilla 67)

AMROS is a unique District 7 supervisory tactical operational program. This program addresses a former USCG Commandant's Instruction to develop a District plan-of-action for Mass Rescue situations.

Mass Rescues, by definition, are rare and unpredictable incidents, but when they occur, can be catastrophic in scope and complexity.

Because Auxiliary members are generally permanent residents in their community and not subject to periodic rotation, as are active duty personnel, the plan includes specially trained Auxiliary members in supervisory tactical positions during Mass Rescue operations.

Performance Qualifications Standards (PQS) for AMROS are patterned after the USCG ICS Divisions/Group Supervisor (DIVS) PQS. It also includes five additional specialty response areas in which members need to demonstrate superior proficiency.

In exchange for their advanced training, AMROS volunteers pledge to remain active in the program for at least five years.

The five AMROS DIVS and Technical Specialist (THSP) skills include:

- 1) Contingency Planning Specialist

- 2) SAR On-Scene Operation Specialist
- 3) Landing Site Specialist
- 4) Family Reception Center Specialist
- 5) Public Information Specialist

Following successful completion of the PQS with at least one designated specialty area, the Auxiliary member qualifies for an AMROS device. Thereafter, a qualified AMROS may deploy under the authority of the District Commanding Officer. Qualified members agree to be available for immediate deployment to an actual Mass Rescue incident.

Once at the scene of the Mass Rescue incident the member must make an initial assessment to either:

- 1) Assume supervisory command of the specialty area in question or
- 2) Opt to take a THSP role and provide technical assistance to the on-scene responders.

Many have expressed interest in the AMROS program. In 2015, AMROS staff will travel to various sectors to explain the prerequisites and procedures for interested Auxiliary members.

For more than 75 years, the Auxiliary has continued its tradition of extraordinary citizen volunteers stepping up to serve Team Coast Guard and the community. Once again, District 7 Auxiliary members lead the way. ■



District 7 in Action ...

CACTUS FLOWERS OF 2015

by Paulette R. Parent, District Captain - West

(Editorial Note: The 1960's Broadway show "Cactus Flower" featured a person who came into their own and bloomed as an individual – symbolized by the cactus flower.)

Elections have been held, Changes of Watch are over, and the holidays are a memory. Spring is already in full swing and there you are, in a new position and with no idea what you should be doing. The emails start, the phone rings incessantly, and you find yourself fielding questions about your new area of responsibility.

Do you have all the answers?

Of course you do not. No one knows all the answers, especially officers in a new position. What do you do and whom do you call on for help in resolving these issues?

You realize that your past experience offers some of those answers; however it is important to remember that you are part of a team and therein lies your strength. Call on fellow members who have served in your capacity or who have been successful leaders to point you in the right direction.

You are part of a team and therein lies your strength

Do not expect to get all the answers. You will develop your own personal style of leadership

and incorporate your experience with the advice of others to shape that style.

Remember that you are in the "people" business. So honor and respect your fellow members and, most of all, be honest with yourself and others.

Admiral Bob Papp, recently retired Commandant of the Coast Guard, advises leaders to set the bar high. This shows your belief in the quality of your fellow members and their abilities to exceed even their own expectations.

Give them challenging aspirations. Although perfection is impossible, the pursuit of perfection will lead to excellence. Therein lies the ability to succeed as a leader. Empower others and watch the cactus flowers bloom!

Although perfection is impossible, the pursuit of perfection will lead to excellence. Therein lies the ability to succeed as a leader. Empower others and watch the cactus flowers bloom

Best wishes to the 2015 DCDRs, VCDRs, FCs, VFCs and appointed staff in District 7. ■



Andy Render, Flotilla 15-01, DIR-Vd, waits on Larry Berman's facility, Gasman II, with other members (not in photo) from Auxiliary Division 15, while Coast Guard crew members from Station Yankeetown prepare for stern tow exercises on their new 29-footer. Auxiliary photo by Diane Berman, DCDR, Division 15.



You and the Auxiliary ...

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You and the Auxiliary ...

CHANGES IN THE DIRAUX OFFICE

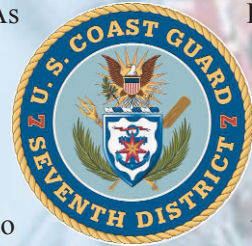
by Dave Fuller, Deputy Director for Administrative Assistants, Seventh Coast Guard District

Immediate Past District Captain - North

The 7th District Director of the Auxiliary (DIRAUX)'s office is currently undergoing reorganization. A key part of the reorganization plan involves utilizing Auxiliarists serving as Directors' Administrative Assistants (DAA's) to perform the many administrative tasks required to serve the Auxiliary's District 7 members. Most DAAs perform the administrative functions remotely from home, but several DAAs work in the Miami DIRAUX office.

As a first step in the reorganization plan, the team identified additional candidates to become DAAs. Step two is to train those members in their new administrative duties.

Because many of the DAAs will be entering information directly into AUXDATA, they will need proficiency training before they are granted input privileges. That training includes successful completion of AUX 10 C-School. This training effort was kicked off by a special class delivered by the District (AUX 10-D) held on February 16-19, in Brunswick Ga.. As I write, the students are completing their homework. Upon scoring 100% with all entries and notations corrected, they will receive credit and be granted AUXDATA input



status.

Our new, dedicated team of members will carry the administrative load, servicing all members of District 7. This new team includes Vickie Aponte, Gary Barth, Nichole Betterson, Julie Bouchard, John Davis, Ed Duda, Ruth Fernandez, Victor Garcia-Barreras, David Hastings, Sue Hastings, Bunny Johnson, Karen Miller, Ben Ostrovsky, Angela Pomaro, and Bill Sorrentino, all of whom have already served our members with distinction.

They will be joined by new team members Bill Ballard, Clyde Bowman, Harry Bruno, Ruth Bruno, Beth Elliott, Janee Henderson, Jerry Henderson, Dana Kirk, COMO John Tyson, and Don Wellons.

We still seek additional members who live within commuting distance of the Brickell Plaza Office in Miami for general office administration and personnel records duty.

A very special thank you goes to Ed and Terry Sweeney, who, while still members of the Auxiliary,



have "retired" from their DIRAUX duties, after years of dedicated and distinctive service. They will be difficult to replace, and the new team is most grateful for their advice and friendship.

While the work done by all DAA's is worthy of recognition, I want to give special recognition to Ed Duda who carries an enormous administrative load. His additional duties include serving as a Flotilla Commander and as BC-UID in the National Office. Hopefully, he has at least a little time reserved for his wife, Marie, who is also very busy with her Auxiliary duties. Please thank Ed for all he does for the members of District 7. His exceptional efforts during this transition have enabled us to carry the administrative load.

It is our goal to make this transition in the DIRAUX seamless to our members. We ask your continued patience and understanding as we shift responsibilities for tasks, as our new DAAs are trained, and as they begin to assume their duties. Our team is committed to continuous improvement of our service to the members of District 7. Stay tuned for more changes to come ... ■



You and the Auxiliary ...

REACHING OUT THROUGH SOCIAL MEDIA

by Mike Le Blanc, ADSO-PB, Titusville, Fla.

Many of us get our news and information the traditional way, by either magazine, newspapers, TV or radio. However, since nearly everyone now has access to the Internet on their computer or smart-phone, the World Wide Web (“www”) is now the super highway of information. Think for a moment: When was the last time you had to actually use a dictionary or encyclopedia? While we used to flip pages, we now have our information at the touch of a button.

Recently I conducted an experiment with our flotilla Facebook page – which, so far, is hardly extraordinary. It hardly differs from any other flotilla Facebook page in the district. We had 24 “likes,” (which means that 24 people came to our site, reviewed it, and selected the Like button today, suggesting that they had a good experience on the page. Some even left feedback about what they liked on the page.

Then I invested a few dollars to begin “promoting” the page, to make it seen by others as an advertisement. Placing the ad under relevant categories (called “key words”) such as sailing, boating, or water sports helps Facebook to target people with similar interests to view the page.

The first promotion lasted a week and cost about \$3.00 a day. In just a few days, I saw our “likes”

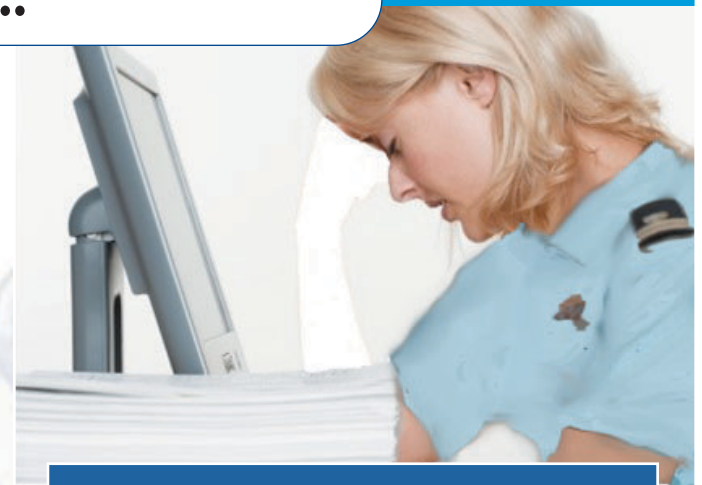
go from 24 to over 100. For the week, we reached over a thousand viewers, who were exposed to the Coast Guard Auxiliary and what we do.

Facebook’s “insights” tab gives me, the administrator, helpful information about those people who clicked on the ad to view our page. For example, I noticed very few women looked at the page. When I added more photos of women in action, we got an immediate increase in women viewing the page. Moreover, because Facebook pages allow us to place more useful information on our page than one usually finds on flotilla websites, we could include information from “Virtual Vessel Exams” to “Tips of the Week” to keep boaters safe.

Our Facebook page has now reached 9,142 people who “like” it (follow it regularly). This also means that Facebook tells them whenever we add fresh material.

There is no telling how our visitors have been impacted – how many may enlist in the Coast Guard or become Auxiliary members – let alone how many have become safer boaters.

The numbers don’t lie. Social media can be your best friend. Every flotilla should make the most of the information super-highway. We now live in the World of the Web. ■



DECK PLATE LEADERSHIP SERIES

National Commodore (NACO) Mark Simoni’s strategic plan authorizes a

Deck Plate Leadership Series, which contains short training modules and leadership articles (<http://www.uscgaux.info/content.php?unit=T-DEPT&category=deck-plate-ldr>).

COMO Simoni asks that we make them available to all editors and publishers of Auxiliary newsletters and member communication products.

To republish them on your flotilla or division web site, blog, or in your newsletter, please access these new “tools” at the URL above.

Commodore Harry M. Jacobs
Director of Public Affairs (DIR-A)
United States Coast Guard Auxiliary



You and the Auxiliary ...

INCIDENT COMMAND MANAGEMENT AND PREPAREDNESS

by Thom McQueen, BA-QITA, Auxiliary Public Affairs Specialist III

[Eds. Note: This article provides a basic introduction to the new national Incident Management and Preparedness Directorate. In District 7, our Response Directorate includes Aviation, Communications, Operations, and Incident Management under Craig Elliot, District Division Chief – Response (DDC-R)]



Incidents requiring a Coast Guard response and, therefore, an Auxiliary response happen often, and sometimes without warning. From the Ohio River spill, to Deepwater Horizon, floods, hurricanes, manmade disasters and even terrorism, require Auxiliary participation. Managing critical incidents puts a lot of strain on incident staff and responders. To effectively respond to incidents and manage them, prior planning and training are critical.

The Incident Management and Preparedness Directorate (“Q”) assists the Coast Guard by establishing processes to select, notify, and deploy Auxiliarists for joint activities with the Coast Guard. Q also provides a means of sharing data, offering training, communicating through sectors, evaluating events, creating contingency plans, and elevating preparedness.

Under the watchful eye of John Ellis (Director) and Robert Tippet (Deputy Director), the Directorate helps determine what the Auxiliary needs to augment the Coast Guard and how we can best provide it. Q also provides the tools and resources Auxiliary members may need to prepare for times and events when the Coast Guard requests augmentation.

On the Q Directorate website, Auxiliarists can find Skills Bank Information, a resource database, and search tools to search that database for Auxiliarists who possess specific skill sets, hold a particular office, or have a current tested proficiency (PQS). Coast Guard and Auxiliary leaders can use the Skills Bank for Contingency Planning, Incident Support, and Augmentation.

The “What’s New” section of the site features articles and items to keep Auxiliary members current, interested and informed. This includes training information such as Coast Guard Publication 3-28 (Incident Management and Crisis Response), the Incident Management Handbook and more.



The Auxiliary stands ready to augment and support the Coast Guard. However, lessons learned from the Deepwater Horizon response show that there are still complications in our vetting processes, resource tracking, and proper follow up with demobilized Auxiliarists. The

Incident Management and Preparedness Directorate stands ready to address these issues.

To aid in overcoming planning, membership changes, and Auxiliary augmentation challenges, the Auxiliary recently developed the position of District Staff Officer – Incident Management (DSO-IM).

The DSO-IM needs to have a full understanding of the ICS system. S/he must also understand the needs of her District and how to address those needs. He must understand the training requirements and PQS requirements for the various ICS positions and, working in conjunction with other District Auxiliary staff, insure that Auxiliary members are properly vetted for their qualifications, equipped, and trained. This would include maintaining lists of qualified Auxiliarists and communicating that availability to the appropriate leaders.

When future Critical Incidents arrive, the Q Directorate can use your help. Check out the Incident Management and Preparedness Directorate website and learn how, with your DSO-IM, you can join us. ■



SIDEBAR: INCIDENT COMMAND IN ACTION

An Incident Command Post was set up at Duke Energy's W.C. Beckjord power plant. A routine transfer of diesel fuel at the plant on Monday, August 18, resulted in a "minor" (less than 10,000 gallons) inland discharge into the Ohio River.

The spill created a thin band of diesel fuel that left a rainbow sheen along the Ohio shoreline and into some small coves. The Coast Guard immediately closed Water intakes along the Ohio River from Cincinnati to Northern Kentucky as a preventive measure while impact from the spill was being assessed.

Coast Guard personnel, along with several partner agencies, responded to control and clean up the spill.

Coast Guard Officers including Captain Richard Timme, Commander Derek Beatty and others were on scene, aided by active duty personnel from New Orleans, Louisiana; Louisville, Kentucky; Huntington, West Virginia; and Cincinnati, Ohio. They staffed the Incident Command Post, set about containing the oil discharge, implemented marine safety procedures, and began clean-up operations.

Auxiliarists from Division 5 and Division 6 dotted the landscape alongside Coast Guard personnel, working all areas from the Command Post to Observation Teams along the river.

Larue Turner, Division 6 Commander, and Bob Clancy, Marine Safety Officer from Division 6, were the first to respond and be assigned. They were followed closely by Phillip Voles, Flotilla Vice Commander (and future active duty Coast Guard member) and Thom McQueen, Branch Assistant, Incident Management, from Division 5.

Valerie McQueen, Public Affairs Specialist III (PA-III), also of Division 5, worked at the Incident Command Post (ICP) as PA/Photographer for the mission. The Auxiliary members worked side by side with their active duty Coast Guard counterparts for the duration of the emergency.

Fortunately, a steady breeze from the south helped keep the spill from reaching the Kentucky side. Although the Coast Guard initially closed a 15-mile stretch of the Ohio River; they were able to partially reopen it for commercial traffic on the second day of clean-up operations.

Crews from "Clean Harbors" set up three stations between the Beckjord power plant and Coney Island Amusement Park, about 9 miles downriver from the spill, to skim the oil off the water and perform clean-up duties.

As the operations wound down, Coast Guard and Auxiliary personnel packed the equipment from the Incident Command Post, leaving essential material and personnel to wrap up the operations.

Chief Warrant Officer Mark Nemec, Cincinnati Marine Safety Detachment, had expected that the spill would take several days to clean up. He credits Auxiliary participation with helping to shorten the operation.

Thanks to the Coast Guard and the Auxiliary personnel for a job well done. When emergencies occur, we get to see how our training pays off.

Semper Paratus. ■



You and the Auxiliary ...

NEW AUXILIARY UNIFORM POLICIES

from Captain F. Thomas Boross, USCG, Chief Director of Auxiliary (CHDIRAUX)

RESULTS OF COAST GUARD UNIFORM BOARD #46 – [AS IT] IMPACTS ON AUXILIARY UNIFORM POLICIES - 024/14

1. The message can be viewed at the following web site: www.uscg.mil/announcements/alcgpsc.asp.

2. Though targeting active duty and reserve personnel, most of the message's sections are also applicable ... to Auxiliary uniform policies. The following notes explain how:

1.A. Wear Foul Weather Parka (FWP) II with Service Dress Blue Uniform:

The FWP II (with or without the liner) is authorized for wear with the Operational Dress Uniform (ODU), Tropical Blue (TB), Winter Dress Blue (WDB), and Service Dress Blue (SDB). The trench coat remains optional with the SDB and other uniforms. However, the FWP II provides superior weather protection.

1.B. Wear Garrison Cap with Service Dress Blue Uniform:

Applicable as written, [however] Auxiliary unit commanders may prescribe when the combination cap is required for Auxiliary functions (e.g., for a Change of Watch ceremony).

1.C. Expand Wear of Optional Unit Ball Cap:

Applicable as written for Auxiliarists who are authorized by a CG unit to wear its ball cap.

1.D. Food Service Uniform: Applicable as written.

1.E. Sunglasses: Applicable as written.

1.F. Wrist Watches: Applicable as written.

1.G. Tie Tacks:

Auxiliarists may wear the replicas of other U.S. military service miniature officer, senior enlisted, junior enlisted or other associated service insignia that they have earned. Replicas of other U.S. military school insignia or elements thereof are authorized (e.g., U.S. Naval Academy). Auxiliarists may only wear replicas of insignia that they have earned while in that U.S. military service. Other tie tack specifications apply.

1.H. Female Handbags: Applicable as written.

1.I. Female Hosiery Requirements: Applicable as written.

1.J. Wear of Small Unadorned Scrunchies: Applicable as written.

1.K. Female Shirt Seabag Options: Not applicable ... Female Auxiliarists remain authorized to wear either male or female uniform shirts that provide the best fit.

1.L. Aiguillettes: Not applicable, as only Auxiliary District Chiefs of Staff, and aides to the National Commodore and District Commodores, are authorized to wear an aiguillette.

UNIFORMS OF THE DAY



1.M. Prior Service Insignia: Not applicable as Auxiliarists are already authorized to wear specified prior U.S. military service insignia that they have earned.

3. Applicable adjustments will be incorporated in the next change to the Coast Guard Auxiliary Manual, COMDTINST M16790.1 (series).

4. The purpose of this list is to keep Auxiliarists as well as all other interested parties abreast of current developments, policies, manuals, etc. All information contained herein and linked is OFFICIAL policy and information

5. Internet Release and Distribution is Authorized.



You and the Auxiliary ...

BOAT SHOES WITH THE OPERATIONAL DRESS UNIFORM (ODU)

Captain (CAPT) F. Thomas Boross, Chief Director of the Auxiliary (CHDIRAUX) recently amended the Auxiliary Manual, Chapter 10, to specify under what conditions boat shoes are authorized for wear with the Operational Dress Uniform (ODU). Section H.4.e on page 10-79 (AUX MAN) permits **dark blue or brown boat shoes** by Auxiliarists as an alternative to 8-10 inch black safety boots **when engaged in operational activities** where personal safety is a concern. . Boat shoes should be non-marring, with non-slip soles where is a consideration, such as on Auxiliary operational vessels ("facilities" or OPFACs) with fiberglass hulls, both underway and at dockside. Auxiliary crew members on OPFACS, should not need the protection of boots with steel inserts for toe protection nor to have oil resistant soles.

Too often, many Auxiliarists wear boat shoes of various shades, from blue to brown, in public settings where that sort of appearance looks unprofessional and does not match the standards of our active duty counterparts.

Accordingly, boat shoes are specifically prohibited for wear in public settings,

including Auxiliary unit meetings. During all non-operational activities, the 8-10 inch safety boot is the prescribed foot wear while wearing the ODU.

CAPT Boross explains that personal safety during operations is the rationale behind this directive and requests that Auxiliarists keep in mind the spirit and limited intent of this authorization.

The Auxiliary Manual, Chapter 10, subdivisions H.3.e. and H.4.e. will be amended to authorize the wear of boat shoes **only when conducting vessel safety checks, when underway on an Auxiliary operational facility, when commuting to or from a point of Auxiliary patrol or safety check activity**, or when specifically authorized by a Coast Guard order issuing authority. ■

The Coast Guard's pride and professionalism are conveyed first and foremost by sharp uniform appearance. The Auxiliary is applauded for its enduring concern for this tenet.

*– Captain F. Thomas Boross,
CHDIRAUX*

All Auxiliarists can sign up to receive a free online edition of HeartLand Boating magazine, especially those in Western Rivers Division 8. The link is at: <http://www.heartlandboating.com/Free-Subscription/>.

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You and the Auxiliary ...

REPORT TO THE AUXILIARY ON THE U.S. POWER SQUADRON

by Nan Ellen Fuller, BC-BLU (Branch Chief – National Liaison to the U.S. Power Squadrons)

The US Power Squadron's (USPS) 2015 Annual Meeting in Jacksonville, Fla., represented the first Annual Meeting of their second century of operation. The USPS introduced the latest version of the Boating Skills Virtual Trainer (BSVT – full story below) for those interested in learning or improving their boating skills in a virtual environment. Their National leaders also demonstrated their commitment to partnership with the Auxiliary with their “New Directions in Partnership” Seminar.

Boating Simulator

Last year, the USPS introduced a proto-type of their new Boating Skills Virtual Trainer (BSVT). They developed this simulator and their partner Virtual Driver Interactive (VDI) under a grant from the Coast Guard. Following a request from the Canadian Power Squadron, they added French and Spanish language options to the latest update. Mandarin Chinese will appear on future versions.

Enhanced graphics added additional navigation aids, such as ranges, daymarks, additional buoys, cell phone towers, and other landmarks, including a billboard that can change messages to assist the student. “Swimmers” in the water add complexity near the beach area. Although the tree line refreshes



somewhat slowly as the scene moves, it is far more realistic than last year's version.

The list of tasks on the home screen is fully functional in this year's model. Students can experience training scenarios that include docking, maneuvering fairways, running a slalom course, crossing, overtaking, and meeting another vessel head-on. Students can also change wind and current conditions and choose between day or night scenes.

Although there is still work to be done with hydrodynamics and the motion of the boat, students who sit in front of the screen long enough may experience a touch of motion sickness, requiring a short break.

Several Power Squadron units have purchased a version of the boating simulator and brought to their Information Safety Booths at recent Boat Shows around the country. They report that the BSVT has proven very effective at drawing prospective class attendees and members into their booth. It is a great conversation starter.

Follow this link to see the Virtual Driver Interactive Boating Skills website:

<http://www.driverinteractive.com/>. The site includes a Video Gallery that gives the viewer a good feel of the simulator. It is the next best thing to actually sitting behind the wheel of Virtual Trainer. Click “Boating Skills VT,” then “For more Information” to access the Video Gallery. Enjoy the ride ...

New Directions in Partnership Seminar

The USPS Government/Partner Relations Committee provides updates on legislation that could affect Recreational Boating Safety (RBS) and fosters RBS partnerships. The “New Directions” seminar provided information on recent activities of the Committee, including accomplishments resulting from its partnership with the Auxiliary. For example, many flotillas and squadrons have joined forces to conduct Vessel Safety Checks (VSC) at marinas and boat ramps and to share partners in the RBS Visitor Program. Other flotillas and squadrons have conducted joint environmental clean-up activities, presented America's Waterway Watch seminars, and served as guest instructors in each other's' Public Education classes. *[Editor's Note: RBS experts, including USPS certified instructors, can participate in Auxiliary PE classes, as long as a certified Auxiliary instructor is preset.]*

Some local units also collaborate by sharing (or by taking adjoining) booths at boat shows and VSC Stations during National Safe Boating Week.

continues next page



You and the Auxiliary ...

REPORT TO THE AUXILIARY ON THE U.S. POWER SQUADRON

(continued from previous page)

In addition, an experimental program [Eds. Note: This program is not yet authorized for national adoption; it is being tested in two districts] authorizes USPS members who have completed an approved Auxiliary seminar can ride along as “observers only” on Auxiliary Patrol missions, as part of the trial Operation On-board Observer (OOO) Program.

Some flotillas and squadrons have had more success than others in these joint activities. It remains a challenge for both organizations to overcome some of the reluctance of some members. However, anecdotal evidence suggests that ties established at the local level often develop into productive collaborative relationships. When flotillas and squadrons work together, they become a force multiplier in our common mission of promoting boating safety.

As one speaker at a recent convention reminded us, “The only competition for improving RBS safety on the water is with the elements.”

Copies of the partnership agreements (Official Memoranda of Agreement) between the Auxiliary and the USPS are on the national websites of each organization, and on the following link: [Auxiliary-US Power Squadrons MOU-MOA Implementation Plan \(PDS\)](#).

Click here to view a copy of the latest agreement: [Auxiliary-US Power Squadrons MOU-MOA Implementation Plan \(PDF\)](#).

Sidebar: Myth or Fact?

SIDEBAR: MYTH OR FACT? THE U.S. COAST GUARD AUXILIARY AND THE U.S. POWER SQUADRON ARE COMPETITORS

Auxiliary and Power Squadron members sometimes act as if they are in competition for vessel safety checks, students for Public Education classes, and members. This is a common misconception. There are plenty of vessels needing annual safety checks, boaters needing education, and individuals looking for fellowship and ways to volunteer their time and service. Our organizations can share and prosper for years to come.

According to the [2013 Recreational Boating Statistics](#), published by the USCG Boating Safety Division, there were over 12 million registered recreational vessels in 2013. The Auxiliary conducted 118,060 vessel safety checks (VSCs) that year, or less than 1% of the registered vessels. The Power Squadron conducted approximately 30,000 vessel safety checks in 2014, or 1/4 of 1% of registered vessels.

Together, both organizations still reach less than 2% of registered vessel owners, leaving 98% of the

recreational boating public as potential candidates for VSCs, public education classes, or membership drives. We’re not competitors for the 2%; We’re partners trying to reach that 98%

*We’re not them. They’re not us.
However, we have much common
ground in our shared goals. We can
learn from one another. We can help
each other work smarter in
Recreational Boating Safety (RBS)
with a focused, unified effort.
– COMO Rob Sersen,
District Commodore,
Fifth District Southern Region*

There is no data in the Statistics Report to measure the number of recreational boaters who have attended safety classes. We know that the Auxiliary graduated just over 50,600 students in both 2013 and 2014, but do not have data on the number of Power Squadron graduates. However, it is very likely that both organizations combined account for only a fraction of the potential market.

continues next page



You and the Auxiliary ...

SIDEBAR: MYTH OR FACT? THE U.S. COAST GUARD AUXILIARY AND THE U.S. POWER SQUADRON ARE COMPETITORS

(continued from previous page)

The Auxiliary and the Power Squadrons are similar in size with approximately 30,000 members each and share the goal of promoting recreational boating safety. How each goes about accomplishing this mission varies slightly, based on the culture of the group. The Auxiliary is the volunteer, uniformed, civilian component of the United States Coast Guard. As a result of its military roots, the Auxiliary is more formal and structured. On the other hand, the Power Squadrons approach is more informal. Power Squadrons primary uniform is a “logoed” polo shirt. Each of these styles generally appeals to different types of people, and so each organization tends to attract different potential members. Some people find aspects of both organizations appealing and join both the Auxiliary and Power Squadrons.

The closer you examine both the

Auxiliary and Power Squadrons, the more you discover similarities. In fact, promoting recreational boating safety (RBS) is the primary mission of both organizations. There are many ways we can work together and multiply our effectiveness. Put misconceptions and stereotypes behind you and reach out to your local Squadron in partnership to improve safety in, on, and around the water.

For more information on conducting joint activities or coordinating inter-group contacts, please contact Nan Ellen Fuller, National Auxiliary Liaison to the US Power Squadrons. You can find her email address and phone numbers in AuxDirectory.

The numbers don’t lie. Social media can be your best friend. Every flotilla should make the most of the information super-highway. We now live in the World of the Web. ■

IT’S ALL ABOUT THE “US”

*by Stephen Ellerin, DVC-BL, Flotilla 82, Longboat Key, Fla.
(National Division Chief – Recreational Boating Safety Outreach)*

As part of our mandate, the US Coast Guard has entrusted the Auxiliary with the task of coordinating our efforts to harness the cooperative strength of the entire Recreational Boating Safety (RBS) Community to improve safety in, on, and around the water.

One of our primary partners in this collective effort is the United States Power Squadrons (USPS).

In an effort to spread this message to every district, division, and flotilla, the Auxiliary’s National Commodore,

the National Executive Committee (NEXCOM), and the Director of the RBS-Outreach Directorate have approved (and do encourage) sharing the following document at every Auxiliary level.

Please share it with your members and publish it (or a link to it) in your publications. For more information or assistance in coordinating inter-group contacts, please contact Nan Ellen Fuller, our Branch Chief, Liaison to the USPS (BC-BLU); her contact information is available to qualified Auxiliary members in AuxData. ■



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Featured Articles ...

FOR WHEN DISASTER STRIKES ... AUXILIARY PREPARING TO JOIN INCIDENT MANAGEMENT TEAMS

by Dick Risk, BREEZE Contributing Writer

“Following two large-scale disasters in 2010, the late Auxiliary District 7 Commodore Don Frasch stated, “It’s not a matter of if – it’s a matter of when we are asked again to support a major response.” Accordingly, Commodore (COMO) Frasch recommended a standardized process to identify qualified Auxiliary members to fill mission critical positions on an incident management team (IMT) when the next disaster strikes.

That year, District 7 provided qualified individuals for long-term deployments during two major disasters that struck just a few months apart. An earthquake in Haiti on January 12 affected some three million people, and left a death toll estimated at somewhere between 100,000 to more than 300,000 residents. A series of devastating tremors shook the island, damaging communication systems, the power grid, transportation facilities, and hospitals.

Then, on April 20, the Deepwater Horizon oil rig exploded in the Gulf of Mexico, killing 11 workers and creating the largest marine oil spill in the history of the petroleum industry. For the next 87 days, an estimated 210 million U.S. gallons of crude oil gushed from the sea bottom.

A review of the Auxiliary’s response to those two events revealed several overall weaknesses which

COMO Frasch summarized by reporting, “We just don’t deploy very well.”



LOUISIANA GULF COAST – Bill Hanlon (center), 7th Auxiliary District coordinator for ICS events, serves as public information officer for a question-and-answer session with then-Coast Guard Commandant Admiral Thad Allen (left) during the Deepwater Horizon oil well blowout disaster in 2010. U.S. Coast Guard photo.

His reflection led to the development of a response plan to mesh the Auxiliary with the active duty’s ICS operations plan, including the creation of an Auxiliary district coordinator (ADC) position for Incident Command Systems. William F. “Bill” Hanlon, Flotilla 38, stepped up to become the first



district staff officer for incident management (DSO-IM).

A veteran of the Auxiliary’s responses to the earthquake in Haiti and the Deepwater Horizon disaster, Hanlon worked with USCG 7th District headquarters staff in Miami to develop an Auxiliary Contingency Support Plan (ACSP) as an appendix to the Coast Guard District 7 Operations Plan (OPLAN) 9770-09.

Through COMO Frasch’s efforts, the Auxiliary 7th District now has a solid plan to fill mission critical positions on IMTs. His efforts have been recognized by his successors, Commodores Walter Jaskiewicz, John Tyson and Bob Weskerna.

The District 7 ACSP addresses the challenge of supporting all Coast Guard operations in the southeast U.S. and the Caribbean basin (including Florida, Georgia, South Carolina, Puerto Rico and the U.S. Virgin Islands), and sharing operational borders with 34 foreign nations and territories. While designed for incidents within the 7th District, the ACSP is available upon request from other Coast Guard entities and may become a model for other districts as they refine their own disaster response plans.

Dan Jacquish, Flotilla 51, The Palm Beaches, Fla.,
continues next page



Featured Articles ...

FOR WHEN DISASTER STRIKES ... AUXILIARY PREPARING TO JOIN INCIDENT MANAGEMENT TEAMS

(continued from previous page)

serves as Hanlon's deputy. Behind Bill and Jan stand Cheryl Brown, Flotilla 67, Coral Gables, Fla. (Emergency Operation Centers); Dewey Jackson, Flotilla 13-8, Upper Keys, Fla. (ACSP & Advanced ICS Training); and Efrain Sora, Flotilla 67. (Auxiliary Mass Rescue Operations Specialist – AMROS).

The plan, admittedly, does not address the likely need for Auxiliarists to “back-fill” for routine operations at Coast Guard installations when active duty and reserve personnel temporarily deploy to an ICS event. However, such indirect support would be another opportunity for Auxiliarists to serve Team Coast Guard during major events, without actually deploying to the incident location.

The ACSP does recognize that Auxiliary members with specialized training may be designated as Coast Guard agency representatives at county emergency operation centers when responding to natural disasters, environmental threats, or other appropriate events.

Auxiliarists who wish to volunteer for tactical deployment must have completed specified basic courses (ICS 100, 200, 210, 700 and 800) which are available on-line through the Federal Emergency Management Agency website. Classroom courses ICS 300 and 400 are required for assignment to

more advanced IMT positions. ICS 339 Division/Group Supervisor (DIVS) is required for assignment to the AMROS program. Those selected for advanced training must commit to serving in the AMROS program for at least five years.

Candidates for the AMROS program are initially identified and recommended by the district's six Auxiliary sector coordinators (ASCs). Auxiliarists interested in being considered for the AMROS program first should contact their respective ASC. Those recommended by their ASC, Hanlon says, will then need to be sponsored by one of the existing AMROS staff members.

Hanlon has recommended to DIRAUX an inaugural class of 15 AMROS candidates, all from Florida. *[Ed's Note: Read the “personal” side of those selected in District 7's HR magazine Connection. [Click here](#)].*

“Following successful completion of the Performance Qualification Standards (PQS) for AMROS, with at least one designated specialty area – Contingency Planning; Search & Rescue On-Scene Coordination; Landing Site Operations; Reception Center Operations; Public Information Specialist – the Auxiliary member is officially



MIAMI – Fifteen members of Coast Guard Auxiliary District 7 are inducted as the first team of Auxiliary Mass Rescue Operations Specialists, March 23, 2015. U.S. Coast Guard photo.

designated a team member,” advises Hanlon. Thereafter, an AMROS-qualified member may be deployed under the authority of the USCG district commander.

Hanlon and key AMROS staff members will be traveling to various District 7 sectors this year to discuss the program and options to participate with interested Auxiliary members.

The numbers don't lie. Social media can be your best friend. Every flotilla should make the most of the information super-highway. We now live in the World of the Web. ■

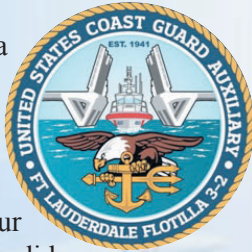


Featured Articles ...

FLOTILLA 32 LOGO MEANING

by Thomas Stenger, Flotilla 32, Fort Lauderdale, Fla.

As a new member to the Coast Guard Auxiliary and Flotilla 32, I viewed a flotilla logo as an important component of our identity.



As a former Coast Guard Chief, I remember the pride we had in the unit patches we wore. Our logo identified our uniqueness as a unit; it represented who we were and what we did.

Another new flotilla member, Joseph Gagliardi, volunteered to fund the development of the new logo. After testing several ideas, we felt that we had a logo that told our story well.

A special group of Auxiliarists founded our flotilla on December 13, 1941, six days after the attack on Pearl Harbor. Now we, the current members of Flotilla 32, feel we have a logo that will represent us into the future.

The logo features several prominent symbols:

- * The Bridge represents the 17th Street Causeway, a symbol with meaning to all Ft. Lauderdale boaters and the gateway to the “Venice of America”
- * The Coast Guard Patrol Boat represents the Auxiliary’s link to the Coast Guard, whose Recreational Boating Safety (RBS) missions we support
- * The Bald Eagle represents America and symbolizes our commitment to its security and to its RBS community. The eagle carries an Anchor and a Trident:
 - The Anchor represents America's nautical history emphasizes and the importance of its waters to all of us;
 - The Trident represents the Coast Guard Auxiliary’s commitment to Recreational Boating Safety.

In short, Flotilla 32 supports the residents of Fort Lauderdale and their link to the ocean. Our new logo reminds them, and us, who we are. ■

DRUNKEN BOATING COULD GO ON DRIVING RECORDS IN FLORIDA AFTER CONTACT 5 INVESTIGATION EXPOSES PROBLEM



The News Service of Florida
6:25 AM, Jan 16, 2015

Florida Rep. Gayle Harrell, R-Stuart filed a bill (HB 289) Thursday that would lead to “boating under the influence” convictions being added to people's driving records.

The Contact 5 Investigators discovered dozens of people arrested for boating under the influence also had histories of driving under the influence.

Investigators then reviewed every recreational boating death in Florida in 2013 in which alcohol was a factor. Of the 19 deadly boat incidents, nearly half involved boaters with prior automotive DUIs. However, since no license is required to operate a boat in Florida, there is nothing to stop a convicted drunk driver from getting behind the wheel on water.

Rep. Harrell’s bill would require that drunken-boating convictions be reported to the Department of Highway Safety and Motor Vehicles and recorded in the same way as convictions for driving under the influence.

The bill will be considered during the legislative session that starts in March. ■



Featured Articles ...

WHY WE DO WHAT WE DO

by Bill "Griz" Griswold, DSO-SL, BC-BLN, BC-BRG

The main mission of the Coast Guard Auxiliary is to promote recreational boating safety (RBS). However, that sometimes gets lost as we begin to work more closely with the regular Coast Guard to augment their needs.

We want recreational boaters to enjoy their time on the water, yet come back safe and sound without being a hazard to either other boaters or themselves. Simple? That's our guiding star.

The downside is the litany of mishaps that can happen during a nice day on the water. Normally, their cause is not a weather problem nor a machinery problem – it is a people problem.

Florida sits on top of the accident pile. In 2013, we had almost twice as many accidents as California, the second place state, beating them 662 accidents to 365. New York came in third with 197 boating accidents.

On the one hand, we do have slightly more registered boats than California, and our boating season is probably longer; on the other hand, they are bigger and have more people.

You can check these Florida statistics at <http://myfwc.com/boating/safety-education/accidents/> and the national statistics at

http://www.uscgboating.org/statistics/accident_statistics.php.

These statistics tell us that (1) most accidents involve a collision, either with another boat or a fixed object and (2) most of the deaths from those accidents could have been prevented had the victims been wearing a life jacket.

By 4 February of this year, boating accidents in Florida had already caused 5 fatalities. The same period last year saw one.

Here are some of those unfortunate stories.

New Year's Day – Pasco County – Two men were fishing from a canoe in Lake Saxon at approximately 4:00 a.m., when one caught a fish. While attempting to land the fish in a bucket, he flipped the canoe and threw them both into the water. One of the men managed to swim to shore approximately 15 yards away. The other stayed with the canoe and attempted to right it. He was eventually overcome with exhaustion and was later found face down in the water. EMS tried CPR, but he died a few hours later.

Situation Analysis: 4 AM, pretty chilly, no life jackets - QED

Leon County 1/3/15: Three men were fishing from

a 17-foot bass boat on Lake Talquin when one of them noticed the vessel had taken on water. Before the operator could start the engine, the boat capsized, throwing all three into the water. One man swam to a nearby piece of land, where another boater rescued him. The others could not swim and sadly drowned.

Situation Analysis: You know you can't swim, but you don't see the value of wearing a life jacket?

Duval County 1/26/15: A 22-year-old kayaker was reported missing after he failed to return from a trip out into the Atlantic. Neither he nor his kayak have been located.

Situation Analysis: Had he filed a Float Plan, might the Coast Guard have known where to look? Radio? Life jacket?

Broward County 2/4/15: A family of five was fishing from a 16-foot center console boat. They tied off to a mooring buoy not too far from the Ft. Lauderdale coast. The boat became disabled when the propeller snagged a line. The weather changed and the seas grew rough. All five then donned life jackets – shortly before the boat capsized. A 76-year-old male was caught under the capsized boat and drowned. One of the others was able to call Emergency Services on his cell phone and the remaining four were rescued.

continues next page



Featured Articles ...

WHY WE DO WHAT WE DO

(continued from previous page)

Situation Analysis: Life jackets saved four out of five. Maybe a lesson to be learned.

These reports are so typical We lose as many as 600 folks a year in such accidents – people who head out to enjoy a day on the water.

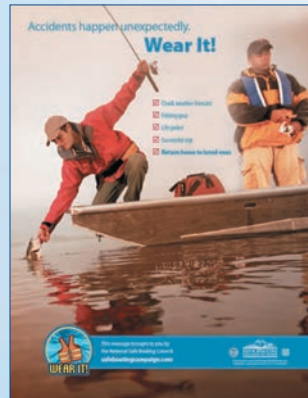
It is our job to educate boaters and their passengers about some basic safety measures. Because we do a great job, this toll is measurably less than in the 1970's, when many more died on far fewer vessels.

This is what we do, and our efforts make a real difference. You will never know how many folks you save just by sharing some straight talk with them.

Be safe out there ... and help keep our fellow boaters safe, too. ■

“WEAR IT!” NEW PUBLIC SERVICE ANNOUNCEMENTS TEACH SOME DO’S AND DON’TS OF COLD WEATHER BOATING

by Stephen Ellerin, DSO-PB, Flotilla 82, Longboat Key, Fla.



While many boaters enjoy spending a bright and sunny day on the water in the winter and early spring, what looks like a perfect day can quickly become hazardous if you end up in frigid waters.

It's important for boaters to understand the extra precautions to take during any-season. So one organization sponsors a yearlong campaign to promote safe and responsible boating and the value of voluntary life jacket wear by recreational boaters through the theme, “Wear It!”

Simply taking a few extra minutes to make sure everyone on board is wearing a life jacket and that you filed a float plan can make a difference in keeping you and your loved ones safe in the event of an emergency.

Wear It! shares a few dos and don'ts of cold weather boating. (For more information, please visit SafeBoatingCampaign.com).

- Do make sure everyone is wearing a life jacket. Even experienced swimmers can experience shock within one minute in the frigid water and may lose muscle control within 10 minutes.
- Do file a float plan with someone you trust. Float

Plans include details about the trip, boat, passengers, towing or trailer vehicle, communication equipment, and emergency contacts.

- Do dress properly for the weather, always wearing layers, and bring an extra set of clothes in case you get wet.
- Don't panic if you fall into the water. Stay afloat with the help of your life jacket, **regain control of your breathing** (review last issue's article “Cold Water Immersion” at <http://www.uscga-district-7.org/breeze.html>), and keep your head above water. Stay with the boat if possible.
- Look for ways to increase your buoyancy. If you're in the water with others, huddle together with everyone facing inwards to help everyone stay afloat and keep warm.
- Don't apply heat to extremities like arms and legs of a rescued victim. This sudden change in temperature may cause cardiac arrest.

Wear It! unites the efforts of a wide variety of boating safety advocates and is produced under a grant from the Sports Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard. Follow:

twitter.com/BoatingCampaign and
facebook.com/SafeBoatCampaign.

The organization offers three new print PSAs geared towards hunters, anglers, and paddlers. *Download them for free* [here](#). ■



Featured Articles ...

COAST GUARD QUIETLY DIRECTS 100TH GASPARILLA PIRATE BOAT PARADE

by Dick Risk, U.S. Coast Guard Auxiliary, Public Information Officer for Gasparilla

For the 100th time since 1904, Tampa Bay was recently, “invaded” by pirates. For more than 50 of those invasions, the U.S. Coast Guard and the Coast Guard Auxiliary have worked together to keep the thousands of boaters who come to watch the “invasion” safe. The centennial of this event was no different.

The replica pirate ship José Gasparilla entered the Port of Tampa on Saturday, January 31, under tow, escorted by the Tampa Fire Rescue’s Patriot with its water cannons fully energized. They were trailed by an armada of some 16 vessels, including the Coast Guard Cutter *Alligator*.

(For these doing the math, 2015 marked only the 100th time because the event was suspended during World Wars I and II.)

As expected, the Gasparilla 2015 boat parade drew thousands of recreational boaters as spectators. Three thousand boats made up that “mosquito fleet,” and at least 300,000 more spectators cheered them on. Event organizer, Ye Mystic Krewe of Gasparilla, claims this is the largest boat parade in the nation and third largest parade overall, topped only by the Rose Bowl Parade and Macy’s Thanksgiving Day Parade.

Captain (CAPT) Gregory Case, the commander of Sector St. Petersburg and Captain of the Port of

Tampa Bay, has served as Incident Commander for the last two years, and Commander (CDR) Victor Rivera as Operations Section Chief. CAPT. Case reminded participants that, for the Coast Guard, “Safety is our top priority for the Gasparilla Pirate Festival. The Coast Guard and Coast Guard Auxiliary work cohesively with our law enforcement partners to ensure boaters have a safe and fun experience while enjoying the parade.”

For this reason, the coalition of federal, state and local agencies assisting the Coast Guard for Gasparilla uses the Department of Homeland Security’s (DHS) Incident Command System (ICS) template.

Coast Guard participants this year included Air Station Clearwater; the U.S. Coast Guard Cutter *Alligator*, whose homeport is Sector St. Petersburg; Station St. Petersburg; Station Cortez; Station Sand Key; and Aids to Navigation Team St. Petersburg.

USCG District 7 Public Affairs, Detachment Tampa Bay, augmented by five Auxiliarists, handled all aspects of public information support.

Auxiliary coxswains, boat crew members and radio watchstanders from Divisions 7, 8 and 11 participated. Linda Churchill, Division 7 staff officer for operations, assisted by John Simone, directed Auxiliary patrols from Auxiliary

operational facility (OPFAC) Chasin’ Tail. Dave Rockwell, Division 7 staff officer for communications, supervised from “Tampa Radio One” station at Flotilla 79, taking status reports and monitoring Auxiliary vessels as they traveled home after the parade.

Jack Satterfield, Flotilla 72, St. Petersburg, coordinated radio communications with the Auxiliary. Major (MAJ) Dennis Post of the Florida Fish and Wildlife Conservation Commission (FWC) coordinated law enforcement response.

The Coast Guard worked with partnering public safety agencies, including Tampa Fire Rescue, FWC, Tampa Police Department, and the Hillsborough and Pinellas County Sheriffs’ offices. Other participating organizations included the Federal Bureau of Investigation, U.S. Customs and Border Protection, and the Environmental Protection Commission of Hillsborough County.

“We wanted to remind boaters that, while the event is a lot of fun, it can also be very dangerous if you don’t take steps to protect yourself, others and the environment,” said Lieutenant Holly Deal, deputy chief of response at Sector St. Petersburg. “It was our job, working with our partner agencies, to ensure these safety measures were met.” ■

See next pages for Photo Collage...



Featured Articles ...

COAST GUARD QUIETLY DIRECTS 100TH GASPARILLA PIRATE BOAT PARADE



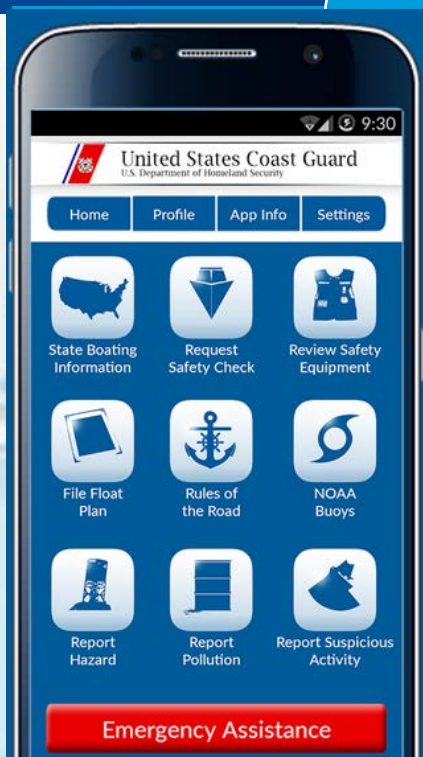
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COAST GUARD QUIETLY DIRECTS 100TH GASPARILLA PIRATE BOAT PARADE

*Auxiliary photos by Dick Risk, Public
Information Officer for Gasparilla*



Team Coast Guard ...



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Team Coast Guard ...

COAST GUARD, FIRST IN FLIGHT BY WRIGHT

Story by USCG Petty Officer 3rd Class David Weydert

Reprinted from <http://midatlantic.coastguard.dodlive.mil/2014/12/the-surfmen-of-the-first-flight/>

COAST GUARD MID ATLANTIC

OFFICIAL BLOG OF THE 5TH COAST GUARD DISTRICT

Posted Wednesday, December 17, 2014

Coast Guard aviators have patrolled the nation's skies for nearly 100 years, but it wasn't our pilots who helped get the first airplane off the ground.

On a stretch of empty sand in the Outer Banks of North Carolina, 111 years ago, a group of "surfmen" from Life-Saving Station Kill Devil Hills guarded the shore near the town of Kitty Hawk. The surfmen lived hidden away between the Atlantic Ocean and Albemarle Sound, within the sparsely populated lands of the Outer Banks.

Commanded by Captain (CAPT) Jesse Etheridge Ward, surfmen Will S. Dough, Adam D. Etheridge, Bob L. Wescott, Tom Beacham, "Uncle Benny"



O'Neal and John T. Daniels patrolled the isolated stretch of sand between their own Kill Devil Hills Life-Saving Station and the four-miles north to Kitty Hawk Life-Saving Station.

Their life was one of routine, stability and endurance. The Atlantic was a treacherous neighbor, having claimed numerous wrecks along its shoreline throughout the years.

In 1901, two eccentric brothers from Dayton, Ohio, injected themselves into the surfmen's quiet lives, bringing with them strange experiments and an even stranger belief. The brothers built a small workshop just north of Big Kill Devil Hill, within a mile walking distance from the surfman.



Surfman Adam Etheridge and his family were the first to make introductions and befriend the new arrivals, who identified themselves as Orville and Wilbur Wright and said they were there to fly.

During the next two years, the simple base-camp expanded. The original, small workshop grew in

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Team Coast Guard ...

COAST GUARD, FIRST IN FLIGHT BY WRIGHT

(continued from previous page)

size, and a second building sprung up to house what would later be known as the *Wright Flyer*.

A casual friendship grew between the surfmen and the Wright brothers. The surfmen, fascinated with the brothers' experiments in flight, would often volunteer by delivering the mail, assist in grocery shopping, and help carry and assemble pieces of the gliders and flyers the brothers constructed and tested.

Eventually, with CAPT Ward's permission, the brothers would fly a simple red flag from their base-camp when they needed volunteer assistance.



On Dec. 17, 1903, with wind coming from the north, the Life-Saving Station's lookout reported to the crew the red flag was being flown.

In his diary, Orville Wright wrote:

"When we got up[,] a wind of between 20 and 25 miles was blowing from the north. We got the machine out early and put out signal for the men at the station. Before we were quite ready[,] John T. Daniels, W.S. Dough, A. D. Etheridge, W.C. Brinkley of Manteo and Johnny Moore of Nag's Head arrived."

With the assistance of the surfmen and other watchers, the brothers moved the Wright Flyer to its starting position atop a simple monorail guide and trolley.

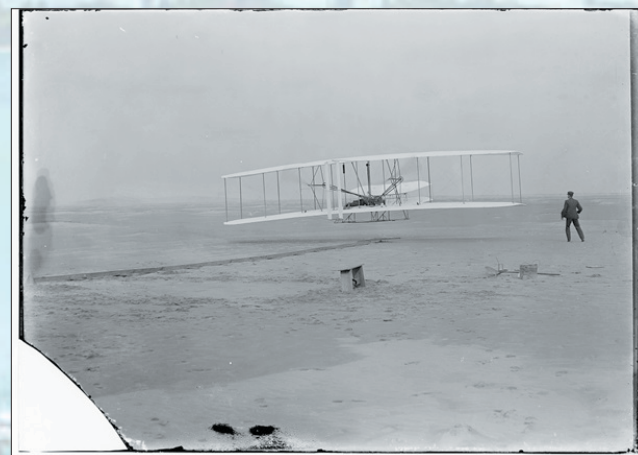


Off to the side, Wilbur set up his Korona-V glass-plate box camera, focusing on a spot he believed would [best] show the flyer's first flight. Wilbur enlisted Surfman Daniels to be the camera operator and instructed him in its use. It was the first time Daniels had ever operated a camera.

At 10:35, with Orville piloting, the *Flyer* started down the monorail track and, after traveling forty feet, broke free from earth's gravity and flew.

Daniels later said that he was so excited he nearly forgot to squeeze the camera bulb to trigger the shutter.

Fortunately, Daniels remembered to take the picture, and [captured] the photo now known world-wide.



The *Flyer's* first flight lasted 12 seconds and flew approximately 120 feet.

The men watching were ecstatic, wildly cheering and clapping, and the brothers were eager to try again. The *Flyer* was carried by the volunteers back to the start of the rail.

The brothers took turns flying the contraption. The second and third flights were marked with small increases of time and distance, but the fourth flight, with Wilbur piloting, really took off.

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Team Coast Guard ...

COAST GUARD, FIRST IN FLIGHT BY WRIGHT

(continued from previous page)

As written in his diary, Orville Wright said:

"At just 12 o'clock Will started on the fourth and last trip. The machine started off with its ups and downs as it had before, but by the time he had gone over three or four hundred feet he had it under much better control, and was traveling on a fairly even course. It proceeded in this manner till it reached a small hummock out about 800 feet from the starting ways, when it began its pitching again and suddenly darted into the ground."

The front rudder frame was badly broken up, but the main frame suffered none at all. The distance over the ground was 852 feet in 59 seconds."



The jubilant group of new pilots and surfmen carried the 605-pound Flyer nearly a quarter mile back to the tool shed for repairs. It was perhaps this combination of exhilaration and

fatigue that led to Daniel's own [unplanned] flight. While the brothers discussed their recent flights, a sudden, strong gust of wind picked the Flyer up and tossed it down the sand. While everyone released their own handholds, Daniels clung to the flyer and became entangled in the cables and chains as the flyer flew once again.

From Orville Wright's diary:

"Mr. Daniels, having no experience in handling a machine of this kind, hung on to it from the inside, and as a result was knocked down and turned over and over with it as it went. His escape was miraculous, as he was in with the engine and chains. The engine legs were all broken off, the chain guides badly bent, a number of uprights, and nearly all the rear ends of the ribs were broken. One spar only was broken."

Daniels fell 15 feet to the sand below and tumbled away from the flyer suffering only minor scrapes and bruises to his rib from his first flight. The force of the flyer's errant flight and crash caused the engine block to crack in half, rendering the Flyer useless.



The brothers built or brought spare parts for everything else but the engine.

Daniels recounted the ordeal in a 1927 interview with Collier Weekly (Smithsonian Institute):

"They were going to fix the rudder and try another flight when I got my first – and, God help me – my last flight."

A breeze that had been blowing about twenty-five miles an hour suddenly jumped to thirty-five miles or more, caught the wings of the plane, and swept it across the beach just like you've seen an umbrella turned inside out and loose in the wind. I had hold of an upright of one of the wings when the wind caught it, and I got tangled up in the wire that held the thing together.

I can't tell to save my life how it all happened, but I found myself caught in them wires and the machine blowing across the beach, heading for the ocean, landing first on one end and then on the other, rolling over and over; and me getting more tangled up in it all the time. I tell you, I was plumb scared. When the thing did stop for half a second I nearly broke up every wire and upright getting out of it.

I wasn't hurt much; I got a good many bruises and scratches and was so scared I couldn't walk straight for a few minutes. But the Wright boys ran up to me, pulled my legs and arms, felt of my ribs and told me there were no bones broken. They looked scared too.

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COAST GUARD, FIRST IN FLIGHT BY WRIGHT

(continued from previous page)

The machine was a total wreck. The Wrights took it to pieces, packed it up in boxes and shipped it back to their home in Dayton. They gave us a few pieces for souvenirs, and I have a piece of the upright that I had hold of when it caught me up and blew away with me."

For those few minutes, though unconventional, Daniels "flew" with the flyer, becoming the third man to fly in the *Wright Flyer* and the first man to be involved in an airplane accident.

The surfmen of Life-Saving Station Kill Devil Hills witnessed the birth of aviation. Today, the U.S. Coast Guard uses its fleet of aircraft to save those at sea, keep drugs off our shores and protect our nation from foreign enemies, all thanks to the two bicycle mechanics from Ohio and the Outer Banks surfmen. ■

COAST GUARD MID ATLANTIC

OFFICIAL BLOG OF THE 5TH COAST GUARD DISTRICT

Interview with John T. Daniels, Smithsonian Institute:
http://www.smithsonianeducation.org/educators/lesson_plans/wright/group_d.html.

FOLLOW THE COAST GUARD BLOG LINK ON SOCIAL MEDIA

by CDR William E. Seward, Director of Auxiliary, Seventh Coast Guard District

COAST GUARD ALL HANDS

THE OFFICIAL BLOG FOR THE COAST GUARD WORKFORCE

The All Hands blog is "the official blog for the Coast Guard workforce." I encourage our District 7 Auxiliary members to **subscribe** to the blog to stay informed with updates directly from the State Coast Guard Headquarters Public Affairs (PA) "shop."

To subscribe, click this link ...

http://feedburner.google.com/fb/a/mailverify?uri=dodlive/otKH&doc=en_US/ ... and follow the onscreen request.

See especially a recent lead story, "Keeping yourself and loved ones safe online." [Eds. Note: We have reprinted that story on the following page]

Click here: <http://allhands.coastguard.dodlive.mil/2014/12/17/social-media-safety-keeping-yourself-and-loved-ones-safe-online/>

Thanks! ■



Team Coast Guard ...

SOCIAL MEDIA SAFETY: KEEPING YOURSELF AND LOVED ONES SAFE ONLINE

Posted by Lieutenant JG (LTJG) Katie Braynard

Reprinted from: <http://allhands.coastguard.dodlive.mil/2014/12/17/social-media-safety-keeping-yourself-and-loved-ones-safe-online/>

Social media becomes more and more mainstream and common in our lives with each passing day. With the ease of utilizing mobile devices, staying connected via social media sites and apps has never been easier.

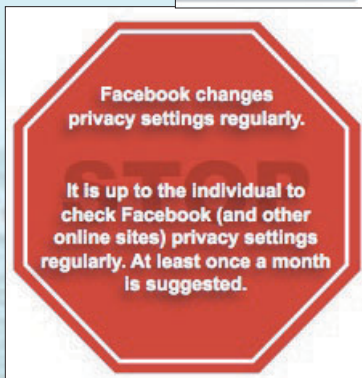
But staying connected and using these tools has become so mainstream that it's necessary to remind ourselves of [some basic, yet] important precautions to keep our 'social media footprint' as safe and secure as possible.

Here are some important reminders and tips to consider when using social media:

Location Sharing

With the [summer] season upon us, traveling to see loved ones is common. However, even if you are going on vacation or taking a quick trip to see family for the holidays, be cognizant of [the potential dangers of] sharing your location [or your itinerary] on social media.

Checking into airports as you travel and the [permitting] geo-tagging on social media posts



throughout your normal day are just two examples. Both of these things can alert others [that] you've left your home vacant [and] show patterns in your daily habits.

Geo-tagging and location sharing [can be changed] in security settings for various social media apps. When you hit the "accept" tab, make sure you know what you are accepting! To turn off any of these features, check out the help sections of individual apps for assistance.

Location sharing is also important to keep in mind for Coast Guard members. If you're on a cutter and continually checking in to areas or making posts when you have service near land, you could be alerting others to the cutter's location. Remember OPSEC!

Accepting Friend Requests

While many people routinely only accept friend requests from people they know and trust, it has become more and more routine to follow social media accounts of people we don't know. If you're going to allow someone to follow your account and what you post, make sure you either know and trust them or are comfortable with what you are sharing

[and, therefore,] allow[ing] them access.

With the influx of professional networking sites, it becomes even easier to share personal details about your work life and [to] allow people you may not know access to those details. Before you connect with anyone on one of these sites, you should always check out their profile for legitimacy before you allow them to see your personal information. Again, make sure you are only sharing things you are comfortable sharing with others!

Search for Yourself

Even if you don't share a lot of information on a regular basis, it's always a good idea to check out what others could see. Use an online search engine to search your name, and see what pops up. Consider the things that come up and [evaluate] how it would appear to outsiders.

continues next page



Team Coast Guard ...

SOCIAL MEDIA SAFETY: KEEPING YOURSELF AND LOVED ONES SAFE ONLINE

(continued from previous page)

Tips for Information Safety

It is important to be extremely careful with sharing personal information about yourself, such as your birthday, hometown or age.

This information is regularly used as security question information for bank or other financial accounts and, as such, should not be shared with people you don't trust. If one [of your] account gets hacked, it's that much easier [for the thieves] to get into [your] other accounts as well.

Just as military bases change gate codes, you should consider changing your password on a regular basis. Use a combination of upper and lower case letters, numbers and special characters to make your passwords as secure as possible.

Consider changing your password on a regular basis and use a combination of characters to make your passwords as secure as possible.

Be cognizant of photos you are sharing as well – many photos can contain "metadata" embedded within the photo that could give someone access to information such as where and when you took the photo. If you are in the Coast Guard, know what you can and can't release – remember that not everyone in the Coast Guard is authorized to release Coast Guard photos – even if you took

them. If you have questions about the

facebook

imagery policy for the Coast Guard specifically, feel free to [contact the Multimedia Division at Coast Guard Headquarters](#). [Ed. Note: Auxiliary members should contact their FSO-PA or SO-PA]

Know when to speak up

If you notice anything suspicious or unusual with your accounts or receive any threats at any time, make sure you take the appropriate steps and report the incident immediately.

Threats should be reported to the Coast Guard's Counterintelligence Service, in accordance with the Coast Guard Counterintelligence Program manual. Points of contact for this service are located in every Coast Guard area, district and sector and can be found on the [Coast Guard Portal](#).

A duty agent at Coast Guard Headquarters can also be contacted via phone at 202-615-3327.

Any immediate concerns for a Coast Guard member's safety or a need for federal law enforcement should be forwarded to the Coast Guard's Investigative Service in accordance with the [Coast Guard Investigative Service Roles and Responsibilities manual](#). ■



A Coast Guard Sea Shanty
Click image to watch the video ...



WORKFORCE

4,000 Active Duty
900 Reservists
300 Civilians
5,600 Auxiliarists

Surf Training on the 47' Motor Lifeboat

Click image to watch the video ...



Team Coast Guard ...

COMMANDER SEWARD “CLEANS UP”



During the auction to raise funds for the Coast Guard Mutual Assistance (CGMA) program at last fall's District Training Conference (DTRAIN), Commander (CDR) William E. Seward offered his services to the highest bidder to wash a flotilla facility (authorized patrol vessel or OPFAC). Jim McMenamin, flotilla 21 commander, couldn't resist the opportunity and outbid all others in the room.

CDR Seward fulfilled his promise on 31 January, 2015, by washing Flotilla 21's facility Aquaholic. To get him started, the flotilla provided a bucket and a toothbrush.

That evening he “cleaned up” and attended the Division 2 Change of Watch at Fort Gordon in Augusta, GA.

Flotilla 21 – and all of District 7 – thank CDR Seward for being such a good sport and for the GREAT job on the boat!

“Thanks for the great photos, Nan Ellen! I'll never look at a toothbrush the same way!” -- CDR William Seward, USCG, Director of Auxiliary, 7th District.

Special thanks to Jim & Pat McMenamin (and all the donors from the Auxiliary) for their gracious contributions to the Coast Guard Mutual Assistance (CGMA) program. As you all know, CGMA enables us to “... look after our own.” I'm confident that our Coast Guard families who find themselves in financial need are very appreciative for the contributions made by fellow shipmates. ■

Auxiliary photos by Nan Ellen Fuller, IMDC Division 2.



Retro...

This image originally appeared nearly half a century ago. It's message still stands...

There have been a few changes- Most flotillas now charge for the courses they offer, and the American Red Cross no longer offers the same class.



"Commodore" Lloyd Bridges of the Coast Guard Auxiliary invites all boaters to take a course before taking to the water. According to Bridges and his "helpers", they're fun, they're free and they can save in more ways than one. Completion of a course from the Auxiliary, the U. S. Power Squadron or the American Red Cross can save on the cost of boat insurance. The "Commodore" states that these courses can also insure that safe boating is no accident. For more information contact any any of the above organizations or the U. S. Coast Guard.