

**Safety Zones for Tarpon
Springs Epiphany
Celebration
Page 29**



**On Watch: A Day
in the Life of a
Station Radio
Watchstander**

Pages 14



**Teamwork,
Autonomy, Sense
of Mission.**

Page 26



**Holiday Cheer:
Members Serve
During the
December
“Break.”**

Pages 17-21





Words for the Members from the D7 Helm *How'd we do in 2015?*

COMO Robert Weskerna



District 7 Charters New Flotilla: Flotilla 77 Polk County

By David Williams, FSO-PA 77



Caladesi Island: Emergency Response Assessment

By D. Riley and George Papabeis, Flotilla 74



On Watch: A Day in the Life of a Station Radio Watchstander

By Carl Motes, District Captain-North, D7



Holiday Cheer: Auxiliary Members Serve During the December "Break."

Multiple D7 Contributors



Safety at Sea: Training in Action

By Helen Russette, FSO-PA 87



Honoring our Veterans

By Joan Crothers, FSO-PA 23

Division 15 Veteran Tribute



Atlanta Boat Show: Boating Safety Doesn't Take a Winter Holiday!

By NanEllen Fuller



From the Editor: Welcome to the revamped BREEZE!

Dottie Riley, DSO-PB7



Auxiliary Contributes to Success of Pirate Invasion.

By Dottie Riley, SO-PB 7



Words for the Members from the D7 Helm *What's in It For Me???*

Judith Hudson, DCOS



Preparing for Disasters: Auxiliary Members Participate in Mass Casualty Training Exercise.

By Walter Runck, SO-CM 12



What is the origin of the saying, "You have to go out, but you don't have to come back"?

By Judi Bidwick, Flotilla 86



In Memoriam The Blackthorn Disaster

By Karen Miller, SO-PB 11



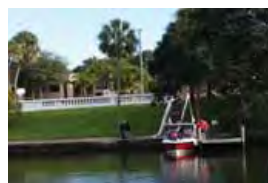
Borinquen Auxiliary Aviators Honored at Safety Workshop

By Robert A. Fabich, Sr.



Teamwork, Autonomy, Sense of Mission

By Dewey Jackson, District Captain-East



Auxiliary Provides Safety Zones at Tarpon Springs Epiphany Celebration

By Joan Jennings, VFC, FSO-PA, Flotilla 11-9



What Makes D7 West Outstanding?

By Paulette Parent, District Captain-West



Two Divisions Share Resources to Provide Boating Safety Support.

By Helen Russette, FSO-PA 87

Use Social Media to Help Spread the Boating Safety Message-Page 37



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BREEZE

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Submission deadlines: May 15, Aug. 15, Nov. 15, 2016, Feb. 15, 2017.

Commodore Robert Weskerna

Commodore—How'd We Do in 2015?

In a word, ***GREAT!***

- With a slightly reduced corps of volunteers, we invested over 900,000 hours of our time in performing our Recreational Boating Safety (RBS) missions and in Coast Guard support missions. That's the best record in the history of D7 Auxiliary!
- Remember, RBS is Job One! Overall, our RBS missions exceeded all reasonable expectations.
 - ◊ Public Education Graduates: at just fewer than 14,000, amounted to over 31 percent of all graduates across all 16 Auxiliary Districts, and the best EVER record for D7.
 - ◊ RBS-Program Visits managed to exceed 23,000 for 2015. That record beat 2014 totals by about 5 percent, and was the best record EVER for D7.
 - ◊ Recreational Boating Safety-Program Visitor: the program ended the year with good news, OK news and really good news. Confused? The good news was that our Paddle Craft Vessel Safety Checks went up over 2014 by a whopping 55 percent! The OK news was that our Vessel Safety Checks (VSC) on other than Paddle Craft count was down over 2014 by 270. If each one of our (800+) examiners did one extra VSC during 2015, we would have been in fantastic shape. Lots of "what if's." However, the really good news is that our grand total of 25,616 VSCs was ahead of every other year in our recorded history, other than last year. A very good record.
 - ◊ All in all, our RBS record is the envy of our fellow districts and the best ever recorded in AUXDATA or AUXMIS.
- My big disappointment in 2015 was the net loss of 5.2 percent of our members. Some of this loss was due to retirements, some to members passing, but some just disenrolled for a variety of reasons. Make no mistake, every member is precious to me, and that brings me to recognition.
- With help from Gary Barth, National Safe Boating Week recognition exceeded 1,000 members. If your Flotilla Commander put you in for having participated in our 2015 National Safe Boating Week effort, you might want to check your record

and count the number of Meritorious Team Commendations you have credited to your name. It took some work on the part of D7's office,

but I believe all those Meritorious Team Commendations are now posted in your records. For those of you who were left out, the good news is that our 2016 National Safe Boating Week effort will soon be underway and you want to make sure your Flotilla Commanders keep track of all who participate from their flotillas.

- Just a word about D-Trains 2015 and 2016.

◊ D-Train 2015, under the guidance of Ms. Carolyn Hooley and many other members on her staff, showed an increase in attendance of 78 percent over 2014. There were classes for everyone, about 27 in all, awards, and that most important ingredient of every volunteer organization—fellowship. I'm fairly certain that not every member of the active duty 'gets' how important it is for us to practice fellowship, but those of us in leadership positions definitely do. With that said...

◊ D-Train 2016 is already in the planning stages and you want to mark your calendars right now. Overall dates are Sept. 21-25, 2016, with our Board Meeting and elections Sept. 23 and classes on the 24th and 25th. We're planning for an Auxiliary Leadership and Management course (AUXLAM), an Auxiliary Midlevel Officer Course (AMLOC) and several other C-Schools to run concurrently with our conference. We'll be at the Florida Hotel once again.

Please know I appreciate your participation and support. Jackie and I will do our best to make our visits to your areas as the year progresses. We look forward to meeting you on the trail.

Bob Weskerna, DCO-7



Judith Hudson, DCOS

What's in It for Me???

I admit it. I joined the Auxiliary because my husband John wanted to find a worthwhile way to "give back." He had a captain's license with 30 years of boating and blue water sailing experience, so the Coast Guard Auxiliary was a natural for him.

In the beginning, I felt the flotilla leaders were speaking in a foreign tongue (all those acronyms), and wondered how I was going to find a purpose. Lucky us! We had the good fortune of having the absolute best mentor possible, Jim Shea, who introduced us to officers and trainers, assisted us in getting our uniforms, and guided us through the certification process to become Boat Crew qualified in the first six months. With Jim's leadership I soon became immersed in the Auxiliary, finding multiple ways to contribute.

Because the Auxiliary is not a perfect organization (nonexistent), over the long term, we sometimes get discouraged by more requirements, more policy changes, and decisions that appear to be made with questionable logic. Add to that systems and processes that are not always as responsive as they could be and members that may not agree with us all the time. 2015 was no different. There were a number of changes that might have seemed difficult to accept. Instead of dwelling on all that doesn't please us, let's take a minute to review some of the benefits we have at our disposal every day in the U.S. Coast Guard Auxiliary, and only in the U.S. Coast Guard Auxiliary.

All of us are really on an adventure. No matter what missions we choose to participate in, we must admit that we are having new experiences, learning and growing. We are having memorable moments through participation in search and rescues, vessel safety checks, program visitations, teaching the public boating safety, performing Sea Partners missions, not to mention pollution investigations, flying first light missions, and conducting public affairs events.

No mission day is ever the same as any other. That's great, isn't it? No boredom here! Think about all the free education and training we receive! Our manuals, materials, courses and instructors are some of the best anywhere, and there are no fees, tuition, books to buy or loans to pay back! These courses and certifications look good on a resume, too, don't they?

We have purpose in life! We are supporting the U.S. Coast Guard – the most respected and admired military branch in the U.S. The public perceives us as having their best interests at heart because they see us in times of emergencies saving lives and property. They learn about boating safely from us during a vessel safety check, a program visitation and our public education courses and events.

What about all those friends you now have that you didn't know until you joined the Auxiliary, and how many good times you have had and continue to have with them? Then, have access to Base exchanges, can apply for mutual assistance, and have liability coverage while under orders. We also get retail store discounts, participate in the Coast Guard Auxiliary Association national discount program (<http://cgauxa.org>), can obtain financial assistance through Pen Federal Credit Union (<https://www.penfed.org>), get entertainment park discounts, etc., etc.

The training that comes our way promotes our own safety and welfare. For example, the courses included in the Mandated Training benefit us in our work and personal lives too. So take advantage of this great opportunity.

All of this is a lot of "What's in it for me," isn't it? So, thanks for joining and thanks for contributing! Let's make 2016 the best ever!

Judith Hudson, DCOS-7



District 7 Charters New Flotilla in Florida

Flotilla 77 Polk County Extends Auxiliary Presence Inland

By David Williams, FSO-PA 77

WINTER HAVEN, Fla.— U.S. Coast Guard Auxiliary Flotilla 77 Polk County was chartered in a ceremony held at the Polk County Sheriff's Office Headquarters Saturday, Jan. 23, 2016. The ceremony marked the culmination of a three-year effort by Flotilla 74 Brandon to establish a new flotilla in Polk County, and the beginning of the new flotilla's greater work of bringing the boating safety message to a vast area rich with lakes, rivers and thousands of boaters.

Prominent leaders from the Seventh Coast Guard District, Auxiliary and state and county civic leaders attended the two-hour ceremony. Representing the Coast Guard were CDR William Seward, Director of Auxiliary, Seventh Coast Guard District, and Mrs. Cary Seward; CDR Victor Rivera, Chief, Response Department, Sector St. Petersburg; LT Larry Brant, Command Chaplain, Sector St. Petersburg, Airstation Clearwater and Mrs. Tammy Brant; CWO Charles Perry, Operations Training Officer, Seventh Coast Guard District; and Senior Chief Eamon McCormack, Officer in Charge, Station St. Petersburg. The Coast Guard Auxiliary District 7 was represented by COMO Robert Weskerna,



WINTER HAVEN, Fla.—CDR William Seward, Director of Auxiliary District 7 presents the official charter for Flotilla 77 Polk County to Gilbert Thomas, Flotilla Commander and Steven Hunnicutt, Flotilla Vice Commander (left of Thomas) at a ceremony Jan. 23, 2016. To the far left is COMO Robert Weskerna. Next to Seward from left are Jeff Gines, Immediate Past Division Commander, CDR Victor Rivera, Chief, Response Department, Sector St. Petersburg; and Senior Chief Eamon McCormack, Officer in Charge, Station St Petersburg. USCG Auxiliary photo by D. Riley

na, District Commodore and Mrs. Jackie Weskerna; Judith Hudson, District Chief of Staff; Paulette Parent, District Captain-West; and Ron Howington, Auxiliary Sector Coordinator, Sector St. Petersburg.

The list of state and county dignitaries attending was no less impressive. Present were Natali Knight representing US Congressman Daniel Webster; John Wood, Florida House of Representatives; Keli Stargel, Florida State Senator; Ed Smith, Polk County Commissioner; Mayor Howard Wiggs, Lakeland; Nat Birdsong, Winter Haven Commissioner; Major Paul Baggett, Polk County Sheriff's Office, accepting the Honorary Membership of behalf of Sheriff Grady Judd. Marco Rubio, United States Senator; and the Honorable Rick Scott, Governor, State of Florida, both sent congratulatory letters

which were read during the ceremony.

A joint Honor Guard representing Polk County Sheriff's Department, Florida Fish and Wildlife Conservation Commission, Winter Haven Police Department, Polk County Fire Department, and USCG Auxiliary

(Continued on 7)

(Continued from page 6)

opened the ceremony. Sarah Ganey, a soloist from Polk State College sang the national anthem.

Jeff Gines, Immediate Past Division Commander, served as Master of Ceremonies. CDR Seward presented the flotilla charter, and along with COMO Robert Weskerna, swore in the 18 charter members and elected officers. Gilbert Thomas serves as the first Flotilla Commander and Steven Hunnicutt as Flotilla Vice Commander.

At the conclusion of the ceremony, Thomas expressed appreciation to all of the individuals and agencies that supported them in their three-year long quest to form a flotilla. He did not miss the opportunity to put out the call to recruit more members. Polk County covers over 2,000 square miles and it will take a great many members to provide adequate coverage of the entire area.

According to Florida Fish and Wildlife Conservation Commission, Polk County is home to 554 lakes and numerous rivers. With this wealth of water resources comes an abundance of fishing and boating recreational opportunities for residents and visitors alike. Along with those activities comes the responsibility for safe boating practices. Flotilla 77 offers Recreational Boating Safety classes, free Vessel Safety Checks, and other boating safety-related services and training. There are also opportunities to support Active Coast Guard Units on the coasts.

Flotilla 77 will increase the Auxiliary's coordination and liaison with other Polk County community service agencies and groups including Florida Fish and Wildlife Conservation Commission, Sheriff's Office, Civil Air Patrol and emergency service providers among others. Flotilla 77 is recruiting

new members for current and expanded activities that are in the planning stage. Ω



WINTER HAVEN, Fla. (Jan. 22, 2016)—Gil Thomas and member Lucille Eitt put the final touches on setting up the conference room at the Polk County Sheriff's Office Headquarters in preparation for the chartering ceremony the following day. USCG Auxiliary photo by D. Riley



WINTER HAVEN (Jan. 23, 2016) —A joint Honor Guard representing Polk County Sheriff's Department, Florida Fish and Wildlife Conservation Commission, Winter Haven Police Department, Polk County Fire Department and USCG Auxiliary wait in the hall for their cue to enter the conference room at the start of the chartering ceremony. USCG Auxiliary photo by Zac Lessin, FSO-PB 79



Preparing for Disasters: Auxiliary Members Participate in Mass Casualty Training Exercise.

By Walter Runck, SO-CM 12

CHARLESTON, South Carolina--Early in 2015, Sector Charleston began planning for a Mass Casualty Exercise in support of the integration of local public safety agencies with the Federal Incident Command System (ICS). Flotilla 12-6 East Cooper members Ann Marie Graham and Walter Runck attended the early planning conferences and coordinated Auxiliary participation in the form of volunteer victims, communications support and safety patrols around the exercise area. The exercise took place Sept. 30, 2015.

The exercise scenario was that a local passenger vessel would strike a submerged object in Charleston Harbor during a sightseeing tour causing a sinking condition, passenger injuries and several people to be thrown overboard. The vessel would call for assistance on the marine VHF band and the command center at Sector Charleston would respond by requesting assistance from nearby vessels and through the Charleston County Consolidated Dispatch Center. While agencies involved all had procedures in place to handle such an event, the purpose of the exercise was to test those procedures in as realistic of a setting as possible.

Spirit Line Cruises offered the use of the GENERAL BEAUREGARD, a 70-foot tour boat with a 200 passenger capacity based at Patriots Point. The Auxiliary was asked to provide 100 volunteer victims who would board the vessel and then be triaged, evacuated, accounted for and provided survivor services.

Working with COMO Henry Pratt, the new Auxiliary Sector Coordinator, the request went out to Divisions 2, 10 and 12 and the Auxiliary answered the challenge. Members from all over South Carolina and Georgia responded by offering to come to Charleston for the drill.

The District 7 Auxiliary Mass Rescue Operations staff was included early in the planning cycle. Mark Gaisford, Flotilla 59 Stuart, and his group were instrumental in developing and coordinating many aspects of the exercise, including participating as controllers at various sites during the event. Members with backgrounds in disaster relief are encouraged to learn more about this new Auxiliary program.

In order to provide a safe environment for the participants and the general public, four Auxiliary facilities were stationed around the exercise area to maintain a safety zone. COMO Bob Weskerna and Auxiliarists Ron Foreman and Bob Gerber were aboard JACQUELINE II. Flotilla 12-8 Charleston members Paul Berka, Tom Jerussi and Joe Fleming also got underway on their facilities to provide the rest of the safety perimeter. Walter Runck served as the Safety PATCOM from the bow of the BEAUREGARD.

Alan Miles worked with the Citadel cadets of the Flotilla 12-6 East Cooper detachment to provide additional volunteer support and was aboard the BEAURE-

(Continued on page 9)



(Continued from page 8)

GARD as a victim along with Jackie Weskerna and Maggie McCarthy.

The BEAUREGARD got underway with the volunteer victims and eight OSCARS (water rescue dummies) to simulate the passengers thrown overboard during the collision. Once anchored just west of Castle Pinckney, the ship sent out a distress call over Channel 21A, which was used to simulate a distress channel and keep clear the normal marine distress channel 16. Control of the exercise was conducted on 800 MHz public safety channels set up by the Consolidated Dispatch Center, but the traffic between the BEAUREGARD, Sector Charleston and the responders was conducted in the clear on marine VHF frequencies.

The first vessel to respond was the Charleston Water Taxi which evacuated five people including some local media. Surface rescue operations were then interrupted by the arrival of a Coast Guard MH-65D Dolphin helicopter from Air Station Savannah which placed a rescue swimmer on board the BEAUREGARD and then conducted basket and sling lifts of imaginary victims for transport to Medical University of South Carolina (MUSC).

Local TV and other media personnel covered the action from a 45-foot Response Boat-Medium (RB-M) from Station Charleston. They provided great coverage for the evening news.

Once the Dolphin cleared the area, surface rescue operations resumed with a wide variety of local public safety agencies approaching the stricken vessel. We limited each trip to five victims in order to allow as many approaches and transfers for the rescuers as possible. The OSCARS were deployed and recovered by a variety of rescuers including personal water craft operators from the Isle of Palms Fire Department. They were then taken to the Maritime Center for treatment and two of them even got an ambulance ride to MUSC.



Above: CHARLESTON, S.C.—Jackie Weskerna and Maggie McCarty, members of Flotilla 12-6 East Cooper, appear to enjoy participation immensely. There was much to watch with vessels and rescue personnel moving about on the water and an MH 65D Dolphin circling overhead carrying rescue swimmers.

Below: An unnamed participant leans out to catch the action on the water with his camera phone. Rescue vessels move in to save the Oscars simulating persons thrown overboard. USCG Auxiliary photos by Walter Runck



The Incident Command System is set up so that the first responder on scene takes control of the operation until a more capable asset shows up. This happened when the Coast Guard Cutter YELLOWFIN arrived and took over as the on scene commander (OSC) facility, with Sector Charleston still in overall control of the operation. Standing off from the BE-

(Continued on page 10)



(Continued from page 9)

AUREGARD, the YELLOWFIN provided local traffic management and communications support back to the Command Center. Dan Cowley, a recently qualified Watchstander from Flotilla 12-8 Charleston, worked the exercise as a shadow to OSC Philip Carpenter at the Command Center and got great exposure to managing an event from a distance using just electronic information.

The rescued victims were taken to Patriots Point,



CHARLESTON, S.C.—A Coast Guard rescue swimmer is lowered on to the deck of the GENERAL BEAUREGARD from a MH 65D Dolphin to retrieve ‘casualties’ during the Mass Casualty Training Exercise Sept. 30, 2015, in Charleston Harbor. USCG Auxiliary photos by Walter Runck

where Coast Guard, Auxiliary and Red Cross volunteers accounted for them and simulated providing survivor services. The flow of evacuees was smooth despite less than ideal docking conditions for the small boats. Once all passengers were accounted for they were invited to remain for the rest of the exercise and the after-action briefing.

Once the passenger rescue was under control, the YELLOWFIN responded to reports that the BEAUREGARD was taking on water and needed assistance.

The YELLOWFIN launched its diesel waterjet powered small boat with a damage control team and equipment. They boarded the BEAUREGARD with a P-6 pump and were able to control the “flooding.”

The Dolphin returned and recovered its crewman before returning to base. Once all of the passengers had been evacuated, the BEAUREGARD weighed anchor and Dennis Bradford, a port security specialist from Sector Charleston, declared “ENDEX.” The BEAUREGARD then returned to Patriots Point for the hot wash, where CAPT Tomasulo, Sector Commander, and other emergency management officials led a debriefing that included responders, planners, victims and other participants. Several areas for improvement were identified, but the consensus was that the exercise had been a worthwhile investment in conducting joint operations among the federal, state and local agencies involved.

It is worth noting that the large scale of the exercise would not have been possible without the support of the Auxiliary. Our status as uniformed volunteers provided a talented pool of personnel who could be placed on Coast Guard orders and expected to follow directions without complaint. Bravo Zulu to all of those who participated! Ω





Emergency Response Assessment: “Boots on the ground” help identify unique challenges.

By D. Riley and George Papabeis, Flotilla 74 Brandon

CALADESI ISLAND, Fla.—Rick Coosey, Assistant Park Manager of Caladesi Island State Park (in green) discusses some of the island’s unique features and history with MST1 Michael Walker, USCG, Sector St. Petersburg, Larry OBrien from Flotilla 11-10 Dunedin, and William Kelly from Flotilla 11-7 Hudson, to his left. To his right is MST3 Daniel Bast. The group conducted an assessment of the island Jan. 14, 2016. USCG Auxiliary photo by George Papabeis

DUNEDIN, Fla.--Despite the 50-degree temperatures and gray skies, one visit to the Caladesi Island State Park made it clear why Myrtle Scharrer-Betz titled her book about growing up on the island, “Yesteryear I lived in Paradise.”

Jan. 14, 2016, coxswain Larry OBrien, Division Commander 11, on board Auxiliary vessel BETTER THAN PROZAK made his way through the shallow approach to the island. On board were crewmembers William Kelly from Flotilla 11-7 Hudson and George Papabeis from Flotilla 74 Brandon, Florida. More importantly, they ferried two passengers, MST1 Michael Walker and MST3 Daniel Bast from Sector St. Petersburg. The marine science technicians mission was to conduct an area familiarization of the island to get a clearer picture of the unique challenges that emergency response teams might face.

Papabeis had been out with MST1 Walker once before. In November 2015 he accompanied Walker to Egmont Key State Park, also an island and wildlife refuge. Unlike Egmont Key which sits miles out in the Gulf, Caladesi Island can be reached on foot via Clearwater Beach to the south. To the north, it is only accessible by boat.

Florida’s hurricanes have contributed greatly to the island’s terrain. Both Caladesi Island and neighboring Honeymoon Island were shaped in 1921 when a hurricane split apart a larger barrier island. Appropriately, the divide between the two is called Hurricane Pass. In 1985, Hurricane Elena filled in Dunedin Pass which formed the land bridge from Clearwater Beach to Caladesi Island. This means it is no longer an island in the true sense of the word, but why change

(Continued on page 12)



(Continued from page 11)

the name- one never knows how future storms will reshape the terrain.

Once at their island destination, the marine science technicians were met by Rick Coosey, Assistant Park Manager, who piled them into an old Ford Bronco and gave them a tour of the park. They bumped along roads deeply rutted with sand and never thought to complain. The sheer beauty and sense of remoteness filled their senses. Said Walker, "Seeing it on Google Maps is so different from being [here] on the ground!" That much is sure. The beaches of Caladesi Island have sustained their rating as one of the top ten most beautiful in the country; this despite storms and oil spills.

Walker and Bast took in the landscape, the vast number of shells on the beaches, the oyster beds and the countless birds. Caladesi Island stands as an example of what we most need to protect within our marine environment. Their trip highlighted the unique challenges emergency response teams might face in times of natural or man-made disasters.Ω



CALADESI ISLAND—Rick Coosey, Assistant Park Manager of Caladesi Island State Park, loaded the marine science technicians and boat crew into his Ford Bronco and took them on a tour of the island over roads deeply rutted with sand and in some places, washed out. USCG Auxiliary photo by George Papabeis



Petty Officer (MST1) Michael Walker, USCG, Sector St. Petersburg, listens closely as Rick Coosey, Assistant Park Manager of Caladesi Island State Park describes some of the unique features of the island Jan. 14, 2016. Walker was conducting an area familiarization of the island to get a clearer picture of the unique challenges that emergency response teams might face. USCG Auxiliary photo by George Papabeis



A sign welcomes boaters to the island. "Welcome to Caladesi Island State Park ... the real Florida." USCG Auxiliary photo by George Papabeis



What is the origin of the saying, “You have to go out, but you don’t have to come back”?

By Judi Bidwick, Flotilla 86 Venice

A letter to the editor of the old Coast Guard Magazine, written by CBM Clarence P. Brady, USCG (Ret.), published in March 1954 (Page 2), stated that the first person to make this remark was Keeper Patrick Etheridge. Brady knew him when both were stationed at the Cape Hatteras Life-Saving Station (LSS). Brady tells the story as follows:

“A ship was stranded off Cape Hatteras on the Diamond Shoals and one of the lifesaving crew reported that this ship had run ashore on the dangerous shoals. The old skipper gave the command to man the lifeboat and one of the men shouted out that we might make it out to the wreck but we would never make it back. The old skipper looked around and said, ‘The Blue Book says we’ve got to go out and it doesn’t say a damn thing about having to come back.’”

Etheridge was not exaggerating. The Regulations of the Life-Saving Service of 1899, Article VI “Action at Wrecks,” section 252, page 58, state that:

“In attempting a rescue the keeper will select either the boat, breeches buoy or life car, as in his judgment is best suited to effectively cope with the existing conditions. If the device first selected fails after such trial as satisfies him that no further attempt with it is feasible, he will resort to one of the others, and if that fails, then to the remaining one, and he will not desist from his efforts until by actual trial the impossibility of effecting a rescue is demonstrated. The statement of the keeper that he did not try to use the boat because the sea or surf was too heavy will not be accepted unless attempts to launch it were actually made and failed [emphasis added], or unless the confor-

mation of the coast - as bluffs, precipitous banks, etc.- is such as to unquestionable preclude the use of a boat.”

This section of the Regulations remained in force after the creation of the Coast Guard in 1915. The new Instructions for United States Coast Guard Stations, 1934 edition, copied Section 252 word for word as it appeared in 1899. [1934 Instructions for United States Coast Guard Stations, Paragraph 28, Page 4]. (USCG historical site.) Ω



Above: A Life-Saving crew launches a surfboat through heavy surf.

Below: U.S. Life Saving Service logo. Images courtesy of U.S. Coast Guard historical collection.



On Watch: A Day in the Life of a Station Radio Watchstander

By Carl Motes, District Captain-North, D7

PORT CANAVERAL-- 0730

– “Good morning Seaman, how you doin’? Do you need a break before I hit the head and grab a cup of coffee? Great, who’s the OOD; BM2 with BM3 breaking in – good, I like working with them. Anything scheduled this morning? Oh, really! I’ll be right back with some coffee.”

That’s how it generally starts for me about 7:30 a.m. on a Sunday morning at Coast Guard Station Port Canaveral when I report for duty as a watchstander. It is the weekend and normally things are a bit quieter and a bit more relaxed. On some weekends the reservists are omnipresent as they end their weekend duty/training.

The schedule works like this:

Log in to the computer system and assume the watch at 0745; pipe first call to colors at 0755 and then pipe colors at 0800. Log it. If the galley is open that weekend, pipe breakfast at 0800, eat breakfast and then listen to the radio until 1130, then pipe lunch. At 1145 note the change of watch from me to me and then test the SAR alarm at 1200. At 1545 note the change of watch from me to a seaman, fireman or a third class petty officer and go home.

But sometimes the routine doesn’t show up and that’s what happened in early August of last year.

Me: “Good morning, what’s happening?”

The Officer-of-the-Day (OOD): “Good morning Mr. Motes, grab some coffee, hit the head and get ready to start a Preliminary Communications Search/Extended Communications Search (PRECOM/EXCOM) first thing. Sector (Jacksonville) wants us to call everyone in the area and see if we can get any information on the two kids who went missing from Jupiter last Friday evening.”

You can bet it’s not going to be a routine day when



CAPE CANAVERAL, Fla - Carl Motes looks up from his desk at Station Port Canaveral Communications room. Motes is a trained Telecommunications Operator and takes a radio watch shift at the station every weekend. USCG Auxiliary photo provided by Carl Motes

the OOD is in Communications drinking coffee at 0730 Sunday morning.

0745 – I’m on the system, I adjust the radio volumes and double-check to make sure the appropriate channels are live. The OOD then hands me the fax from Sector with basic information about the missing boaters.

0810 - - The forms are behind the desk. I reach back, grab the PRECOM/EXCOM form and scribble some notes before I start calling.

“Good morning Canaveral Locks, I am Aux Motes from CG Station Port Canaveral. How are you this morning? We are checking on the two kids who disappeared Friday night from Jupiter Inlet. Our information is that they were in a 16-foot white open boat with an outboard engine. Have you seen them or heard from anyone who has? No? Well thanks, but please give us a call if you see or hear anything.”

This same call gets repeated until every marina and bridge tender in the area of responsibility (AOR) has been contacted. It took an hour this morning and,

(Continued on page 15)



(Continued from page 14)

sadly, no one had any useful information. However, the alert was out and many more people were now on the lookout for these kids.

What is a PRECOM/EXCOM you ask? Who or what is an OOD? What is a pipe or a SAR alarm? What does a "real" radio log look like? For the answers to those questions and many more, check out the Coast Guard Auxiliary Telecommunications Operator course and certification. If, however, you want to stand watch at a Coast Guard Station, be prepared to go through the active duty training, complete their performance qualification standards and pass an oral board. It requires quite a commitment but provides a great opportunity to serve on the inside when the call for help is heard.

0900 – I hand the completed PRECOM/EXCOM to the OOD so that he could fax it to Sector. The phone begins to ring with good citizens who want to report anything and everything they believe can help. Listen and transfer to the OOD or to Sector – Sector is handling the search. Monitor Channels 16 and 22 and CG 111 for any relevant radio chatter.

1230 - Notify the OOD when an offshore cargo carrier is asked to deviate and listen as the pilot on a Coast Guard helicopter reports that it has discovered an overturned white 16-foot boat and begins to relay coordinates.

1300- Plot the coordinates and, holy cow! That's just north of our AOR but we have SAR coverage there today. Hit the SAR alarm and begin getting ready to monitor the "45" (45' Response Boat-Medium) as it heads out to the CSP that will come from Sector. Maintain radio guard with the "45" until it is out of range.

1530- It's now close to 1545 and I get ready to hand off the watch to the incoming watchstander. The watch continues, 24/7.

Join us sometime.Ω



Do you shop amazon.com?

Your purchases can also support Auxiliary programs at no additional cost to you through the Auxiliary Association's AMAZON SMILE program. Use this link when shopping:

<https://smile.amazon.com/ch/52-6056326>.

Cut and paste this link into your browser ... then make it a "favorite" (create a "bookmark" to this page) to use whenever you shop at AMAZON.COM.



<http://currents.cgaux.org/>

Auxiliary Mandated Training (AUX-MT) can now be tracked online.

Tracking of completion of these courses has been difficult for some members, and the Performance Measurement Directorate is pleased to announce a new method for monitoring the progress of Auxiliary Mandated Training in each district. Go to:

<http://currents.cgaux.org/2015/10/tracking-auxiliary-mandated-training-auxmt/>

In Memoriam—The Blackthorn Disaster

By Karen Miller, SO-PB Division 11



St. PETERSBURG, Fla.—Crew members from the Coast Guard Cutter JOSHUA APPLEBY and the Coast Guard Cutter RESOLUTE, homeported in St. Petersburg, Florida, prepare for the 36th annual BLACKTHORN memorial service in St. Petersburg, Thursday, Jan. 28, 2016. (U.S. Coast Guard photo by Petty Officer 2nd Class Ashley J. Johnson)

ST. PETERSBURG, Fla.—The ship was nearly 35 years old when it carried 23 Coast Guardsmen to a watery grave in Tampa Bay Jan. 28, 1980. The USCGC BLACKTHORN, WLB391, was a 180-foot buoy tender which had been undergoing an overhaul at the Gulf Tampa Drydock Company and on that fateful night was leaving to return to its home base in Galveston, Texas. The BLACKTHORN collided with an incoming vessel – the oil tanker CAPRICORN that was three times its size and 30 times its weight. The collision caused the BLACKTHORN to capsize. The BLACKTHORN carried a normal complement of 50.

A large monument was erected on a piece of land about 2 miles from the disaster scene. The name, rank, birth date, and home city of 23 Coast Guardsmen is inscribed on it. The monument is situated where travelers using the rest stop on the Sunshine Skyway causeway can see it and perhaps dwell for a moment on the service these 23 men performed during their lives and about the perils of traveling by sea.

This year, as in years past, a large group of people gathered to commemorate this event. They included some of the surviving crew, relatives of the victims, the Coast Guard family, and several other organizations. The victims' families come from as far away as California and Texas. They came to remember and

to witness that others care enough to remember. In past years, the Memorial Service was always impressive with an aerial salute by Coast Guard Air Station Clearwater to the benediction and taps. Twenty-three individual roses are laid on the monument by Sector St. Pete personnel as the names of the lost Coast Guardsmen are read. This year, Sector personnel placed roses, but due to inclement weather, for the first time in recent memory, they could not be placed at the monument's feet.

"Today is a tribute to those who made the ultimate sacrifice for their ship, their Coast Guard and our country," said Coast Guard Rear Adm. Pat DeQuattro, deputy commander Atlantic Area, Portsmouth, Virginia. The tragedy is a reminder that well equipped and trained personnel are not invincible.

In addition to the memorial service, the Chief Petty Officer's mess hall at Coast Guard Sector St. Petersburg was re-dedicated to honor Chief Petty Officer Luther Stidhem one of the 23 crewmembers lost in the collision. Stidhem was the highest ranking enlisted crewmember aboard the BLACKTHORN. Ω

Condensed version reprinted with permission of the author and the editor of Flotilla 11-1's "Channel Marker"

St. PETERSBURG, Fla.—Wanda Elaine Stidhem of La Marque, Texas, and Coast Guardsmen re-dedicate the Chief Petty Officer's mess hall at Coast Guard Sector St. Petersburg, Thursday, Jan. 28, 2016. The hall was re-dedicated to Stidhem's late husband, Chief Petty Officer Luther Stidhem, one of 23 crew members who lost their lives when the Coast Guard Cutter BLACKTHORN sank. Jan. 28, 1980. (U.S. Coast Guard photo by Petty Officer 2nd Class Ashley J. Johnson)



Holiday Cheer: Auxiliary Members Serve During the December “Break.”

Contributors: Paulette Parent, DCAPT-W; Dewayne Roos, FSO-HR 13-8; Patti Zuluaga, SO-PB 13; George Papabeis, FL 74; Robert A. Fabich, Sr, ADSO-AV; Linda Jones, FC 15-1; Christopher Landry; Karen Miller, SO-PB 11; Larry O'Brien, DCDR 11

December is unlike any other month in the Auxiliary. Annual elections are over and some units have begun to hold Change of Watch ceremonies. Commands are transitioned to incoming elected officers who often spend weeks preparing for their watch. Boating Skills and Seaman-ship classes reach the end of their cycles and with the winter cold setting in, Vessel Safety Checks and Public Affairs activities slow to a crawl. Most members take this month to stand down before January when flotilla and division calendars burgeon with meetings and workshops.

December is also a month marked by major holiday celebrations including Christmas, Hanukah and New Year's Eve. Most flotillas hold parties to celebrate both the holidays and our achievements throughout the year. Fellowship, a cornerstone of the Auxiliary, is most evident in the weeks preceding Christmas and New Year's Eve.

It is a wonderful time for most of us in the Auxiliary.



We are home with our friends and families and able to fully enjoy the holiday cheer- but what about our active duty counterparts? They are most often assigned to stations and sectors far from home and must remain on duty over the holidays. “Home for the holidays” is such an integral part of our culture that those who cannot be with their families feel a nostalgia not present any other time of the year.

Mindful of this, some members of the Auxiliary made a special effort to show their support and appreciation for Coast Guard members at their local stations by serving special meals or presenting cookies to these Coast Guard members. Besides such direct support for stations, some assisted in providing safety patrols for Christmas boat parades and New Year's Eve fireworks displays. In this issue, we celebrate the members of the Auxiliary who made a special effort to serve during December when the rest of us took a break and waited for the new year to begin. We thank all of the members who contributed to this exposé... and all of you who served! Ω

STATION ISLAMORADA, Fla.—Station and Flotilla 13-8 personnel receive 40 boxes of homemade cookies from Upper Keys Sigma Omega chapter of Beta Sigma Phi for the Coast Guard personnel Dec. 22, 2015. The cookies are a labor of love to convey, “Thank You for Your Service!” Front row from left: Patti Zuluaga, Flotilla 13-8, SN Shannon Haynes, Sorority members Susan Matthews, Judy Lever-Duffy, Vickie Doran and LeAnn White. Back row: Eddie Oropeza, Commanding officer, Station Islamorada, FN Sage Mauk, SN Daniel Phoebus, BM3 Noel Garcia, BM3 Steve O'Brien, BM2 Richard Striedel and Dewayne Roos, Flotilla 13-8. USCG Auxiliary photo-graph provided by Patti Zuluaga



Holiday Cheer: Auxiliary Members Serve During the December “Break.” Continued...



CRYSTAL RIVER, Fla.—Auxiliary 15-1 members and Coastguardsmen assigned to Station Yankeetown point to each other in a playful “Who done it?” after decorating a Coast Guard response boat for the Crystal River annual Christmas parade held Dec. 5, 2015. Auxiliary members donned life vests while marching in front of the boat throughout the 2.5-mile downtown parade route. From left, at top: Petty Officer Sean Baker, USCG; Helen Cummings, Jodi Simon, Angela Wright, Linda Jones, Bradley Holmes, Don Jones. From left at bottom are Bill Cummings, Paul Jordan, Tom Wright and Ralph Altavilla. USCG Auxiliary photo by Robert A. Fabich, Sr.

YANKEETOWN, Fla.— Diane Ber-
man, Division
Commander 15, a
qualified Auxil-
iary Food Service
specialist, prepares
latkes for the
“Ethnic Holiday
Luncheon” served



at Station Yankeetown Dec. 14, 2016. Coast Guardsmen at the station enjoyed various ethnic dishes prepared by Division 15 Auxiliary members including recipes from Poland, Israel, Czechoslovakia, China, Italy, Puerto Rico, Germany and Mexico. USCG Auxiliary photo by Robert A. Fabich, Sr.



Far right: CRYSTAL RIVER, Fla.— Don Jones, coxswain, Flotilla 15-1 Crystal River plots GPS coordinates for a hazard found at the edge of the main channel heading to the Gulf during a marine observation mission patrol Dec. 20, 2015. Some members continued to conduct marine observation missions and safety patrols throughout the holiday season. U.S. Coast Guard Station Yankeetown alerted mariners of the large stationary log. USCG Auxiliary photo by Robert A. Fabich, Sr.

Holiday Cheer: Auxiliary Members Serve During the December “Break.” Continued...



TAMPA BAY—Members of Division 7 Tampa Bay provided safety zones for Tampa’s annual Festival of Lights holiday boat parade Dec. 12, 2015. One of the advantages- great shots like these by George Papabeis, Flotilla 74.

Right: TAMPA, Fla.—A B-0 SAR patrol Dec. 15, 2015, included the tow of a vessel back to the Salty Sol boat ramp in Tampa by CHASIN’ TAIL. John Simone served as coxswain with crewmembers Heleyde Aponte and Joe Lamb, all from Flotilla 79 and George Papabeis, Flotilla 74. It was their good fortune to have Aponte, a qualified interpreter on board because none of the boaters spoke English. B-0 patrols performed by Auxiliary vessels give Coast Guard crews assigned to stations a few hours off to do other things. USCG Auxiliary photo by George Papabeis



Holiday Cheer: Auxiliary Members Serve During the December “Break.” Continued...



JACKSONVILLE, Fla.—Christopher Landry, a retired Coast Guardsman and member of Flotilla 14-8 Jacksonville, works full-time at the Coast Guard recruiting office. He and his wife, Tomeka encouraged the active duty recruiters to deliver gifts and care packages to more than 200 patients at Malcolm Randall Veterans Affairs Medical Center, Gainesville, Florida. To their surprise, local businesses and members of the Coast Guard willingly stepped up to make donations for these veterans. Tomeka was the driving spirit in this effort- and for putting up an angel tree at Sector Jacksonville's galley. USCG Auxiliary photos provided by Christopher Landry



YANKEETOWN, Fla.—Vince Maida, Auxiliary food service specialist from 15-1 Crystal River, cooked Thanksgiving dinner for the Coastguardsmen at Station Yankeetown. Coastguardsmen on duty Thanksgiving Day may have missed sitting at the table with family and loved ones, but they and their Coast Guard family did not have to miss out on the traditional turkey dinner. Auxiliary photograph provided by Paulette Parent



Holiday Cheer: Auxiliary Members Serve During the December “Break.” Division 11 Service

By Larry Obrien, DCDR 11

One of the nicest things for active duty Coasties as well as all servicemen and women is to be home and with their loved ones for the holidays, Christmas and New Year's. It has been a tradition in Division 11 to do what we can to relieve our Station Sand Key (SSK) shipmates so they may spend time with their loved ones. 2015 was no exception to the tradition. Division 11 shipmates were on the water, in the galley and on the radio doing their part.

Before Christmas, Leslie Long, Jeff Lawlor and Jesse Scott, all from Flotilla 11-1 Clearwater, went to Sector St. Pete and helped along with Auxiliarists from other divisions put on a Hawaiian themed Holiday Party for 150 active duty members and Auxiliarist. This was done on one of the coldest and windiest evenings of the year. The radio and Comms were handled by Eric Wekerle 11-1 during the Station Sand Key holiday party.

On Christmas Eve, radio Comms were handled by Karen Miller 11-1 while Santa was out and about. Christmas Day Dinner was prepared by Jeff Lawlor and served to the crew of BROAD ON THE BOW with coxswain Karen Miller, Kathy and Mike Lloyd and Dick Erwin, all from 11-1.

New Year's Eve support was provided by the Lloyds and Miller on BROAD ON THE BOW with Miller later handling the radio for the Station.

New Year's Day brought on a fresh boat and crew. M&M was on duty with coxswain Manny Sosa, and crew Dick Erwin, Both from 11-1 and Jim Garrity from Flotilla 11-3 Madeira Beach.

Thank you goes out to these Auxiliarist who took time away during their own holiday to provide some to the Coasties. BRAVO ZULU Ω

Originally published in CHIP LOG, newsletter for Division 11, issue 1, 2016, Karen Miller, editor.



STATION SAND KEY, Fla.—Christmas Day 2015, and members of Division 11 prepare for a B-0 patrol at Station Sand Key. They are from left: Dick Erwin, Jeff Lawlor (serving in the station's galley), Karen Miller, Kathy Lloyd and Mike Lloyd, all from Flotilla 11-1 Clearwater. USCG Auxiliary photo by Gisela Brown



Christmas Day 2015- Dick Erwin from Flotilla 11-1 Clearwater takes in the sunset aboard BROAD ON THE BOW during a B-0 patrol. Hat off while on bow watch meant no "cover overboard" exercise every 30 minutes. USCG Auxiliary photo by Karen Miller



Borinquen Auxiliary Aviators Honored at Safety Workshop

By Robert A. Fabich, Sr., ADSO-AVP, D7



AGUADILLA, Puerto Rico—CAPT Patricia A. McFetridge, (left) Air Station Borinquen commanding officer and CDR Lawrence Gaillard, Air Station Borinquen, (right) operations officer, present José Berrios, with the Auxiliary Medal of Operational Merit at Air Station Borinquen, Nov. 7, 2015. The award was presented during a recognition ceremony as part of the annual Auxiliary Aviation Safety Workshop. U.S. Coast Guard Auxiliary photo by Robert A. Fabich, Sr.

AGUADILLA, Puerto Rico - The Coast Guard recognized Auxiliary Aviators (AUXAIR) assigned to Air Station Borinquen (BQN) during the annual Auxiliary Aviation Safety Workshop held at BQN, Nov. 7, 2015.

Coast Guard LT Crystal A. Barnett, BQN, Auxiliary liaison officer announced the awards as CAPT Patricia A. McFetridge, BQN, commanding officer presented the Auxiliary Medal of Operational Merit, Auxiliary Achievement Medal and the Special Operations Service Ribbon to Auxiliary pilots, crew and observers.

"We have the premier AUXAIR program in the Coast Guard Auxiliary," said Capt. McFetridge during opening remarks. The two-day annual Aviation Safety Workshop is a time for AUXAIR, active duty Coast Guard, partners and trainees to focus on member

competencies, new and innovative technology, qualification skills, equipment testing, and planning and procedures. Auxiliary aviators assigned to BQN are part of the Coast Guard 7th District Auxiliary aviation program which includes air stations Clearwater, Miami and Savannah. Each year the air stations hold a separate required workshop within their area of responsibility.

"I am incredibly impressed," stated Lt. Barnett as she called upon the recipients of the awards. Recipients of the Auxiliary Medal of Operational Merit were:

Mr. José G. Berrios was cited for outstanding operational skill and achievement while serving as co-pilot. Upon completion of his crew's assigned first light search pattern for two missing paddle boarders and with minimal fuel available to remain on scene, the crew determined that they had just enough fuel to fly one pass over a small island and prominent landmark that survivors might paddle

toward if they were blown off shore. During their pass, Berrios spotted a person on a steep ridge, nearly invisible in the scrub brush and cacti, waving excitedly at the aircraft.

The crew immediately confirmed that he was one of the two missing paddle boarders. After alerting the Coast Guard Sector to their discovery, they made several more passes around the island to plot an exact position for an inbound MH-65 Dolphin helicopter and assured the survivor that help was on the way. Had it not been for Berrios' keen eye and the reasoning of the crew, the survivor surely would have succumbed to the elements while rescue crews searched for him 10 miles to the east of where he was located. He had drifted for nearly three days without food, water and adequate shelter, before reaching the island and would most certainly have

(Continued on page 23)



(Continued from page 22)

died of exposure. The second paddle boarder was never found.

A second Auxiliary Medal of Operational Merit was presented to Berrios. He was cited for outstanding operational skill and achievement while serving as a co-pilot conducting a search pattern for an overdue sailing vessel. Berrios personally contacted the missing vessel's homeport and learned the vessel was under the command of a very experienced sailor. Using his own extensive knowledge of sailing and of recent weather conditions, Berrios created an updated track-line and requested the search area be modified. An expedited search of this new track line rationed the minimal daylight remaining and Berrios' unit was able to locate the vessel.

Mr. Pedro Cortes-Gonzalez was cited for outstanding operational skill and achievement while serving as aerial observer. During a routine patrol, Cortes-Gonzalez observed a small rectangular object floating in the water. After Coast Guard sector requested photographs of the object, he maintained visual contact and directed the Aircraft Commander into position, ensuring the best possible imagery, which positively identified it as bales of contraband. Sector diverted a Coast Guard cutter to the coordinates given by the Auxiliary crew, who assisted in vectoring the cutter to the position. Despite high seas and deteriorating daylight, Cortes-Gonzalez was able to maintain a visual sighting until the Coast Guard cutter successfully recovered the bales of contraband weighing five hundred pounds.

Mr. Glauco A. Rivera was cited for outstanding operational skill and achievement while serving as Aircraft Commander. While conducting a routine patrol, his observer spotted a vessel in prohibited waters. Determining that the vessel was likely engaged in illegal fishing, Mr. Rivera immediately descended to obtain a better visual of the vessel. He communicated with a Coast Guard cutter providing critical information on the vessel's course and speed. Based on the information he provided, a local law enforcement vessel was able to intercept and apprehend the crew. A search of the vessel yielded an astounding 15 illegally harvested lobsters and 180 de-shelled conchs hidden onboard. The case remains one of Coast Guard AUXAIR's largest fishery seizures.

The Auxiliary Achievement Medal was also awarded to Mr. Rivera. He was cited for superior performance



AGUADILLA, Puerto Rico—CAPT Patricia A. McFetridge, (left) Air Station Borinquen commanding officer and CDR Lawrence Gaillard, (right) operations officer, present Glauco Rivera, AUXAIR Borinquen aircraft commander and Assistant Auxiliary Aviation Coordinator for Personal Protective Equipment with the Auxiliary Medal of Operational Merit and the Auxiliary Achievement Medal at Air Station Borinquen, Nov. 7, 2015. U.S. Coast Guard Auxiliary photo by Robert A. Fabich, Sr.

of duty while serving as Assistant Auxiliary Aviation Coordinator for Personal Protective Equipment (PPE) at BQN he analyzed equipment needs and procured necessary PPE for more than 50 Auxiliary members. He planned and coordinated the Air Station's first "Vest Fest"; a joint Active Duty and Auxiliary inspection-training event in which all AUXAIR members' survival equipment were inspected and returned to service. This resulted in one hundred percent readiness for the unit throughout the year. Anticipating future requirements, Rivera drafted a two-year forward-looking budget and procured over \$30,000 of equipment in support of AUXAIR.

The Special Operations Service Ribbon was awarded to members for participation with Operation UNIFIED RESOLVE. Operation UNIFIED RESOLVE commenced a targeted campaign to deter, detect and disrupt illegal maritime activities in the region and is now the standing regional framework for interagency maritime operations supporting Puerto Rico and the U.S. Virgin Islands. This innovative joint operation overcame numerous barriers, greatly improved cooperation at all levels, and resulted in significant operational efficiency and a dramatic increase in effectiveness.

Additional awards recognized members for achieving levels of over 30, 100 and 250 flight hours.Ω



Safety at Sea: Training in Action

By Helen Russette, FSO-PA 87 Englewood

Cruise ship passengers can learn valuable boating safety lessons while underway. For frequent passengers, it is not uncommon to witness a medical evacuation at sea to transport a passenger or crew member for emergency treatment. My first experience was many years ago and was quite unforgettable. While awaiting the medevac team, our ship maintained a holding pattern in the chilly wind and high seas. My fellow passengers and I watched at a safe distance as the hovering USCG rescue helicopter lowered its large basket to the ship's top deck. As the ship pitched and waves crashed against the hull we observed the helicopter's UFO-like lights circle and flash in the dusky sky. While strong gusts made the basket fly in all directions, crewmen on deck grabbed the floating basket and quickly loaded the swaddled cargo. In a moment's time, the aircraft raised the basket and was on its way. What an amazing sight!

Over the years, I have witnessed many other medevacs as a cruise ship passenger. More recently, our 3,000 passenger ship made an unscheduled stop on a remote tropical island in the South Pacific to obtain medical treatment for a young crew member with acute appendicitis. This occurred during the last leg of our cruise which required eight days at sea with no stops, in an area of the South Pacific where satellite communications were notoriously weak. While arrangements were made to airlift our patient to

the hospital in Tahiti, many disgruntled passengers, concerned by this delay, began to change travel arrangements to return home. Once it was announced our patient had surgery and was doing well, tempers subsided. It was probably just as well that we only later discovered reports of cannibalism involving a German eco-tourist on the island.

While I thought that my South Pacific medevac was pretty exciting, my most breathtaking at-sea adventure took place this past December on a partial Panama Canal transit cruise. Our cruise ship executed an actual search and rescue mission. It was late afternoon as we sailed through choppy seas on our way to Aruba. The ship was quiet as many passengers



Helen Russette serves as the Flotilla Staff Officer-Public Affairs for Flotilla 87 Englewood. Photo provided by the author.

(Continued on page 25)



(Continued from page 24)

remained in their cabins trying to regain their sea legs. The silence was shattered by an announcement over the public address system – “man overboard, port side.” As a crush of passengers rushed to port to look, the captain cut the engines and the 108,000-ton vessel lurched to port. Just then, passengers grazing the buffet heard a loud clatter from the galley as dishes and glasses tumbled from their shelves. The captain directed all passengers to return to their cabins to be counted. Within minutes, the captain announced that all had been accounted for and directed us to remain in our cabins for the duration of the search and rescue operation.

I was able to observe the action from the balcony off my cabin. By now the sky was dark. The ship's lights provided the only illumination, capturing the tops of the breaking waves below. Life jackets that had been thrown overboard looked like round, orange Christmas ornaments as they flickered and spun in the current. I then heard hooting and shouts of, “go, go, go,” as the crew pulled two figures in from a small, overturned boat to which they had been clinging. Once we completed the rescue, we resumed our course and transported the two rescued fishermen to the hospital in Aruba. Later we learned that three Venezuelan fishermen had capsized in the turbulent seas three days earlier. We had rescued the two survivors.

This rescue was an amazing event for us and evoked thoughts of the safe boating practices taught by the U.S. Coast Guard Auxiliary over the years. While Auxiliarists focus on recreational boating safety, many of the same tenets apply to commercial cargo and cruise ships as well. We know the importance of wearing a life jacket. Our fishermen were not wearing life jackets and one of them did not survive. They placed themselves at undue risk going out into rough seas (what was their GAR score?).

Our cruise ship captain displayed great care and diligence during the mission to ensure that neither passengers nor crew were placed in any further danger.



Petty Officer 2nd Class Dustin Gano, left, a machinery technician, assists Petty Officer 3rd Class Carlos Rodriguez, far right, a machinery technician, in the transfer of a cruise ship passenger in the Jacksonville, Florida, jetties, Oct. 23, 2015. The passenger was medically evacuated from the Carnival FANTASY and transferred to EMS after suffering symptoms of a heart attack. Witnessing several medevacs like this while traveling brought home to Russette the tenets of Recreational Boating Safety taught by the Auxiliary. U.S. Coast Guard photo by Petty Officer 2nd Class Anthony L. Soto

The one good practice our fishermen followed was to stay with their boat, and this is what saved them. They were not spotted from our ship. It was their overturned boat. For us, the take home message is that boating safety practices are not just some abstract concepts. They truly can make the difference between life and death in an emergency.Ω

Background photo opposing page: A cruise ship anchored off the coast of Cozumel by Dottie Riley.



Teamwork, Autonomy, Sense of Mission

By Dewey Jackson, District Captain-East

I am pleased to serve as your newly elected District Captain-East. I previously served as Division Commander and continue to serve as the Auxiliary Coordinator for Sector Key West.

The Commodore has identified four goals for District 7: Recreational Boating Safety (RBS), growing the Auxiliary, rewarding our members, and using technology to help. Now, the question is "how can we help him achieve those goals?" My answer to this question draws on my personal experience.

When I became Division Commander, I was given a spreadsheet with my "goals" for the year - take last year's numbers and multiply by 1.1. Well, those were not my goals. My goals were to save a floundering flotilla, get the membership integrated with the regular Coast Guard, and give the teams a sense of purpose. I believed that if we did that, the numbers would take care of themselves and they did.

I still believe that we need to give our teams a sense of purpose. And, we need to make sure our members are having fun. When you are not having fun, what happens? Attendance goes down, people don't renew, staff offices go unfilled, and bench strength for flotilla leadership positions gets weak. Also, when people are unhappy, personality conflicts occur. It all becomes a downward spiral.

I would encourage anyone who has read this far to go to YouTube and search for Ken Robinson's Drive animation. Part of his book looks at the surprising things that motivate us. He identifies Autonomy, Mastery, and Purpose as key motivating factors.

Autonomy - How do we provide autonomy in a structured environment? Appoint good staff officers and let them create the strategy and make the decisions.

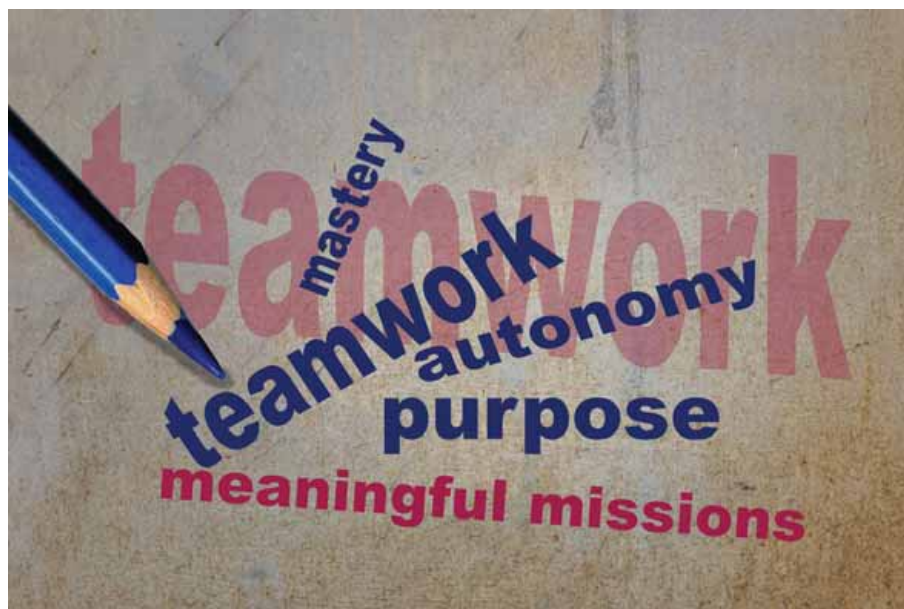


Illustration by D. Riley

Autonomy is not "come to me for every decision." It is, "what do you need from me to do your job?" stated another way, are we a bureaucratic organization or support organization? My goal is for District 7 to be more of a support organization.

Mastery - We have great boat

drivers, pilots, vessel examiners, and instructors who can help new members master these skills. This is where strong mentoring comes in. Be consistent by providing regular training and program days. In the words of the Commodore, "walk the beat." When you do things regularly, everyone knows what to expect. When everyone knows what to expect, they remind you when you do not do it.

Purpose - This is what gives life to the organization - NASA's Armstrong Center challenges its employees "to fly what others only imagine;" Steve Jobs challenged his employees to "put a ding in the universe." Having real purpose will get you up in the morning. This is why we do things.

We have developed the term "Meaningful Missions." We cannot do this alone. We need Coast Guard buy-in and support from sectors and stations. We need them to tell us what they need. Their engagement with our members gets things done faster and with more enthusiasm. Leadership, motivation and teamwork can then combine to provide the drivers to move forward on our goals. To build a great ship, identify builders that love the sea and inspire them to turn their passion into action. This is "Meaningful Missions" in action.

Writing up awards is a meaningful Coast Guard mission. Recruiting is a meaningful Coast Guard mission. Helping members to use technology effectively

(Continued on page 27)



(Continued from page 26)

is a meaningful Coast Guard mission. The same can be said for checking aids to navigation or doing vessel safety checks.

Consider this case in point - sector and stations put out the call for Auxiliarists to help in the galley as the FS1 needed to be out for a month to be with his wife and new baby. The Auxiliary food service (AUXFS) team came to town and trained a group over a three-day weekend. Those trained then staffed the galley for a month while the FS1 was on family leave. I've never seen a team of people that tired and still happy to get up at 5 a.m. to do it again. And the station and sector showed their appreciation. That was a meaningful Coast Guard mission. Do you want to put a smile on the station commander's face and help a

struggling flotilla? Tell him or her you want to start an honor guard, or just supplement the station's existing honor guard. Our members will attend some amazing events, meet some very interesting people, and proudly represent the Auxiliary to the public. What a meaningful Coast Guard mission.

I am excited about helping create opportunities for autonomy, mastery and purpose to provide meaningful Coast Guard missions for our members. If we do that, we will help the commodore achieve his goals in Recreational Boating Safety, growth and retention, rewards, and using technology. Can I have your support?

Thank you and Semper Paratus! Ω



CHARLESTON, S.C.—Santa and other guests aboard USCGC YELLOWFIN observe the sunset from Charleston Harbor during the parade of lights Dec. 12, 2015. Left: COMO Weskerna brings JACQUELINE II alongside the YELLOWFIN during the Charleston parade of lights with crew Alan Miles and Robert Gerber of Flotilla 12-6 and Seaman Spencer Guinard, USCG. United States Coast Guard Auxiliary photos by Walter Runck



Honoring our Veterans: Flotilla 23 Members Participate in Veterans Day Events

Article and photograph by Joan Crothers, FSO-PA Flotilla 23 Northeast Georgia

FOSTER PARK, S.C.-- Six members of Flotilla 23 Northeast Georgia attended the Veterans Day Memorial Service at the Hiawassee Veterans Park Nov. 11, 2015, at 11 a.m. Fifteen names were added to the wall of veterans who died recently, and their widows or a member of their family were honored at the ceremony. Members of Flotilla 23 in attendance included Scott Drummond, Bob Garrott, Pam Garrott, Sherry Drummond, Dick Metzler and Joan Crothers. Scott Drummond laid a universal wreath for all the services, and a Georgia State Award certificate was handed out to 56 local Viet Nam Veterans.



Over 200 people attended the service and at noon, most of them formed a caravan which proceeded approximately five miles to the new Recreation and Conference Center at Foster Park. Towns County Sheriff's Office allowed the caravan to go through traffic lights and the Towns County Fire Department handled the parking at the Center. Everyone was treated to a barbecue/hot dog lunch put on by Commissioner Bill Kendall and his county employees with special recognition for veterans of all wars.

After several veterans spoke, the group went outside for the unveiling of a large steel copy of the Iwo Jima flag-raising monument. The steel cut-out is mounted on a marble base bearing plaques commemorating each of the participating military services. Flotilla 23 member Scott Drummond unveiled the United States Coast Guard plaque and two Iwo Jima veterans, residents of Towns County, now in their 90s, participated in the flag raising over the monument. This is the only known Iwo Jima monument not on Federal land. Quite an impressive day all-around! Ω



HOMOSASSA, Fla.—Members of Flotilla 15-1 Crystal River participate in the U.S. Submarine Veterans Association "Massing of the Colors" ceremony to honor all Veterans Nov. 8, 2015. Left to right: Reggie Clarke, Vince Maida, Don Jones, Linda Jones, Richard Culp; SMN Johnson, Station Yankeetown, U.S. Coast Guard; Winston Tedin – U.S. Navy Submarine Veterans' Association photo by Carol Clarke

Auxiliary Provides Safety Zones at Tarpon Springs Epiphany Celebration

Joan Jennings, VFC, FSO-PA, Flotilla 11-9 Tarpon Springs

First Published in CHIP LOG, Newsletter for Division 11, Issue 1, Spring 2016, Karen Miller, Editor

TARPON SPRINGS, Fla.—Tarpon Springs is home to the largest Greek-American community in the United States and on every Jan. 6, St. Nicholas Greek Orthodox Cathedral celebrates the Epiphany in a very special way. For an entire year, a group of young men of Greek heritage age 16 to 18 study and pray in preparation for one of the greatest honors they can attain on this day: the retrieval of a special white wooden cross that is thrown into Spring Bayou by the Archbishop of the Greek Orthodox Church in America.

Wearing special white t-shirts adorned with a likeness of the cross and the year, 59 boys proceeded from St. Nicholas Cathedral to the shores of Spring Bayou. Lining the bayou were in excess of 20,000

spectators who had come from all over the world for this ceremony. Some of the spectators come on various types of watercraft ranging from large yachts to paddleboards and kayaks.

While water-borne arms of various local and regional law enforcement agencies are stationed in the bayou, the U.S. Coast Guard Auxiliary also provides support in case of a possible water safety or boating issues. This year, the Auxiliary facility HARMONY, captained by Auxiliarist Tom Loughlin with Tom Tormey, Bob Priore and Steve Sumner as crew, was anchored in Spring Bayou for the festivities. Fortunately, no search and rescues were needed, but as usual, our Auxiliarists were "Semper Paratus." Ω



TARPON SPRINGS, Fla., Jan. 6, 2015—Auxiliary facility HARMONY is stationed in Spring Bayou for the annual Epiphany cross dive and retrieval Jan. 6, 2016, with Tom Loughlin, coxswain (far right) and Bob Priore, Tom Tormey and Steve Sumner on board as crew. The photograph was used in this issue's cover illustration. Photo by Joan Jennings

(More photos next page)





Top: The Archbishop of the Greek Orthodox Church throws the special white wooden cross into the waters at Spring Bayou.

Below: Anderson Combs of Hudson retrieves the cross from the water, ensuring a year of special blessings for himself and his family. Photos by Joan Jennings



Wear It! Campaign Momentum Continues to Increase Safe Boating Behavior Among Recreational Boaters

News Release- National Safe Boating Council

Washington, D.C. (November 1, 2015) – The National Safe Boating Council (NSBC) has just released its 2015 Wear It! Campaign Awareness Research results, concluding that the yearlong North American Safe Boating Campaign (Wear It!) continues to increase the awareness of safe boating behavior among recreational boaters since the NSBC began conducting research in 2013.

The NSBC utilizes and relies on its grassroots volunteers and Wear It! partners to conduct the annual Wear It! Campaign Awareness Research to measure the effectiveness of the campaign, and its outcomes of safe boating practices and utilization of life jacket wear among boaters. Due to the exponential growth of trained volunteers, the on-site surveys increased to 1,072, collected from 32 bodies of water in 12 different states between late April and early September 2015. The approach to the survey was based on the location's level of Wear It! campaign activity: the locations were classified as No, Medium, or High activity. Surveys were self-administered by boaters and a voluntarily follow-up telephone interview was conducted in order to gain additional insights and suggestions for the campaign.

"Our research results indicate that, quite simply, having the Wear It! message present at a location has a positive impact on recreational boaters' behaviors," remarked Rachel Johnson, NSBC executive director. "This is a great takeaway for anyone interested in implementing the campaign in their communities."

Key Findings:

- Boaters in locations with High Campaign activity wear their life jackets "always or most of the time" with a 90 percent confidence level.
- Boaters who are aware of the Wear It! campaign and recognize the Wear It! logo come from High



Campaign activity locations.

- Those surveyed from High Campaign locations agree with the statement; "I worry about other boaters and their unsafe practices."
- Boaters who wear their life jackets "always or most of the time" believe drowning fatalities among boating accidents would decrease if more people wore life jackets.
- Top two main barriers to using life jackets are, discomfort and no legal requirement to wear one.

The results from the study validate how safe boating practices are highest among those aware of the Wear It! campaign, which is consistent with prior years and its increasingly positive impact on more boaters' behavior and attitude regarding safety. To read the Wear It! Awareness Survey full report and infographic, visit: <http://www.safeboatingcampaign.com/resources/awareness-studies/>.

Wear It! unites the efforts of a wide variety of boating safety advocates, including the National Association of State Boating Law Administrators and Canadian Safe Boating Council with the National Safe Boating Council. It is produced under a grant from the Sports Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

Follow Wear It! on Twitter at @boatingcampaign, like on Facebook at [facebook.com/safeboatcampaign](https://www.facebook.com/safeboatcampaign), and learn more about the resources that are available to run a Wear It! campaign in your community at safeboatingcampaign.com.

To learn more about the NSBC and its programs, visit SafeBoatingCouncil.org.



Atlanta Boat Show: Boating Safety Doesn't Take a Winter Holiday!

Submitted by NanEllen Fuller



ATLANTA—If you are a boater or fisherman and it is cold outside, what better things to think about than spring thaws and getting your boat back out on the water? That is what the planners of the Atlanta Boat Show count on!

The boat show, held at the Georgia World Congress Center, Jan. 14-17, 2016, was also a great opportunity for Auxiliary members from Division 2 to introduce Georgia boaters to safety topics like knowing state and Federal boating laws, safety equipment every boat should carry, Auxiliary Recreational Boating Safety programs, and to encourage them to attend Boating Safety courses.

Auxiliary members who staffed the booth Jan. 16 included Bruce Lindsey and Donnie Foster from Flotilla 25 Hartwell Lake, Dave Fuller, NanEllen Fuller and Rob George from Flotilla 22 Marietta, Ricky Ashe from Flotilla 29 Lake Lanier, and Rev. George Collins, Flotilla 81 West Point Lake, Columbus, Ga, Eight Coastal District. The BAT-PAK Lite Trailer and fire extinguisher simulator featured at the boat show were a great hit!

One of the interactive displays maintained by the BAT-PAK is a challenge to put out a fire using a screen simulated fire and a fire extinguisher that works like a real one but is especially designed to work together with the screen. Both adults and even a few children attempted to “put out the fire.” The simulation is great reinforcement not just for the need to carry safety equipment, but also of the need to know how to use it in the event of a real emergency. Ω

Top: ATLANTA—Ricky Ashe, Flotilla 29 Lake Lanier; Bruce Lindsey and Donnie Foster, Flotilla 25 Hartwell Lake, assist as a visitor attempts to activate the fire extinguisher to put out the simulated fire. **Mid page:** NanEllen Fuller, Rev George Collins, (Flotilla 81 West Point Lake, Columbus, Ga, Eight Coastal District); Dave Fuller and Rob George. All except Collins are from Flotilla 22 Marietta. **Bottom:** Bruce Lindsey and Donnie Foster assist a father and son as the child puts out the simulated fire. Photos provided by NanEllen Fuller

Donnie Foster assist a father and son as the child puts out the simulated fire. Photos provided by NanEllen Fuller



What Makes D7 West Outstanding?

By Paulette R. Parent DCAPT-W

The 5 divisions and nearly 1,800 Auxiliarists of D7 West are an outstanding group. This was evident at DTRAIN September when West divisions received numerous D7 awards. The New Year has begun with an even bigger push to be better and more successful. Success is dependent on support and this support was evident in January when a new flotilla, Polk County 77, was chartered during a multiagency event. Coast Guard officers, Auxiliary leadership, Florida Fish and Wildlife Conservation Commission (FWC) representatives, police and fire department officers and local politicians attended this historic event at the Polk County Sheriff's Office Emergency Operations Center.

Stations Yankeetown, Sand Key, St. Petersburg, Cortez and Ft. Myers Beach are provided with Auxiliary operational support that includes Boat Operations Search and Rescue (B-0 SAR) boats and crews, radio watch standing, food services, rescue and survival (R&S) equipment checks, and chart updating. This support also includes, boat crew augmentations for station boats and Auxiliary facilities with crew for Active Duty and Reserve two boat drills. In addition, AUXFSSs from the west have deployed aboard several Coast Guard Cutters for weeks at a time.

Auxiliary members provide assistance at the Sector St. Petersburg medical clinic, augment the Sector ready for operations (RFO) team and assist in the supply warehouse. Other activities included Initial Pollution Responders; Team Coordination Training for Active Duty and Reserves; and First Aid and CPR training for Active duty, Reserves and Auxiliary personnel.

Divisions 7, 8, 9, 11 and 15 have numerous fixed VHF Radio facilities and 2 divisions have short wave radio stations. The radio facilities have responded with immediate activation on several occasions when Rescue 21 has experienced outages. A recent outage resulted in an Auxiliary facility responding to 2 MAYDAY distress calls. Several flotillas have portable self-sustaining radio trailers available for use in emergency situations and for display at public events. In addition, Auxiliarists assigned as Liaison Officers (LNOs) participate at eight Emergency Operations



WINTER HAVEN, Fla.—With COMO Robert Weskerna and United States Coast Guard officers from Sector St. Petersburg looking on, Paulette Parent, District Captain-West, presents the standard to Gil Thomas, Flotilla Commander and Steven Hunnicutt, Flotilla Vice Commander of the newly chartered Flotilla 77 Polk County at a ceremony Jan. 23, 2016. USCG Auxiliary photo by Zac Lessin, FL 79 Tampa

Centers (EOC) in the Sector Saint Petersburg area of responsibility.

Auxiliary facilities, coxswains and crews maintain safety zones for numerous marine events. One of the largest events is the Gasparilla Pirate Invasion in Tampa which attracts thousands of spectators every year. Other events include the International Offshore Boat Races and the Bradenton Race Regatta on the Manatee River. A notable area event is the CGC BLACKTHORN Memorial ceremony January 28 honoring the 23 shipmates who lost their lives in 1980 after a collision with a tanker in Tampa Bay. Many Auxiliarists attend this memorial which is the largest peacetime disaster for the Coast Guard.

Continuing partnerships with law enforcement, parks departments and FWC has increased boating safety education. Safe boating classes are taught at flotillas and are a part of the curriculum at local elementary, high school and colleges.

It is interesting to note that D7 West has a larger enrollment than entire Auxiliary districts. However, it is not numbers that make D7 West outstanding. It is team work, leadership and the dedication and diversity of its members who continue to prove that "The West is Best"! Ω



Welcome to the revamped BREEZE!

By Dottie Riley, DSO-PB D7

We revamped the BREEZE! Some of the changes are obvious-like returning to a portrait orientation. If you are reading our periodical on a tablet that means the type and images will appear larger when you turn your device to a landscape orientation.

The contents page links to articles. You may choose to scroll through the pages to read this issue or use the links on the contents page. Return to the contents page by clicking the bottom left corner of every page over the Auxiliary or District 7 logos.

The other big change- more articles about our members and their activities. Our members work too hard to not have their efforts acknowledged! It is our goal to highlight Response and Recreational Boating Safety initiatives from every division within D7.

What has not changed? My predecessor, Stephen Ellerin, had a great staff and three of them graciously agreed to stay on as Assistant District Staff Officer-Publications (ADSO-PB). Luckily for all of us, they are some of the most talented and committed publications officers in the district. **John Quinn** remains on as **Senior Editor**; **Mary Patton**, **ADSO-PB-West**; and **Jonathan Buie**, **ADSO-PB-North**. We are still searching for an ADSO-PB-East. Division Staff Officers-please include the ADSO for your area of responsibility in your monthly reports. You may use whatever format preferred by your division. Every publications officer should also include these individuals when distributing their newsletter.

The second function our ADSOs serve is to accept submissions for the BREEZE, obtain more information when necessary, and perform initial edits. They will review photographs to ensure they meet Auxiliary guidelines, have complete caption information including names of individuals depicted, a description of the action or event and the photographer's name.

We need your submissions to best showcase the members of D7 and their many varied activities. Tell

other divisions what your members are doing, and don't forget-other districts see our periodical as well. Every article; every photograph in the BREEZE goes out to the whole of the Auxiliary.

Submission guidelines and deadlines:

- Send articles in text documents, preferably Word®. Don't worry about not being a great writer. We will smith your words into clear sentences. Just make sure you provide complete information: WHO, WHAT, WHERE, WHEN, HOW (this was done) or WHY (it is significant). Preferred maximum length: 750 words.

- Send high-resolution photographs with complete caption information. (Same info as above.) Be sure to include the photographer's name. If you know how to embed this info in the photo's meta-data, please do so, but this is not required.

- Never embed photos in an email or document. Always send as an attachment. Please send us the unedited, uncropped images. Cropped photos limit the placement of photos on the page.

- **Deadlines for each issue: May 15, Aug. 15,**

Nov. 15, 2016. While these are the deadlines, we encourage you to submit as soon as the event is past and you have written the article. It gives us time to get any additional information required and to edit when necessary.

Be sure to tell us what you think of this new format and content. We genuinely invite your views and opinions. Remember that this is YOUR newsletter! Share it with friends and family. Besides acknowledging our member's efforts, a newsletter can serve as a great recruiting tool. Be sure that your unit's activities appear on these pages so that a prospective member may say, "I want to do that!"

Dorothy (Dottie) Joan Riley
District Staff Officer-Publications, D7



Illustration by D. Riley



Gasparilla Pirate Invasion: Auxiliary Contributes to Success of Pirate Invasion.

By Dottie Riley, SO-PB 7

TAMPA, Fla.—A fleet of rowdy pirates armed only with mock canons and pistols and arms full of beads invades Tampa Bay and conquers the city. This scene plays itself out every year, and on this day, Tampa's most respected citizens become marauding pirates— if just for a day.

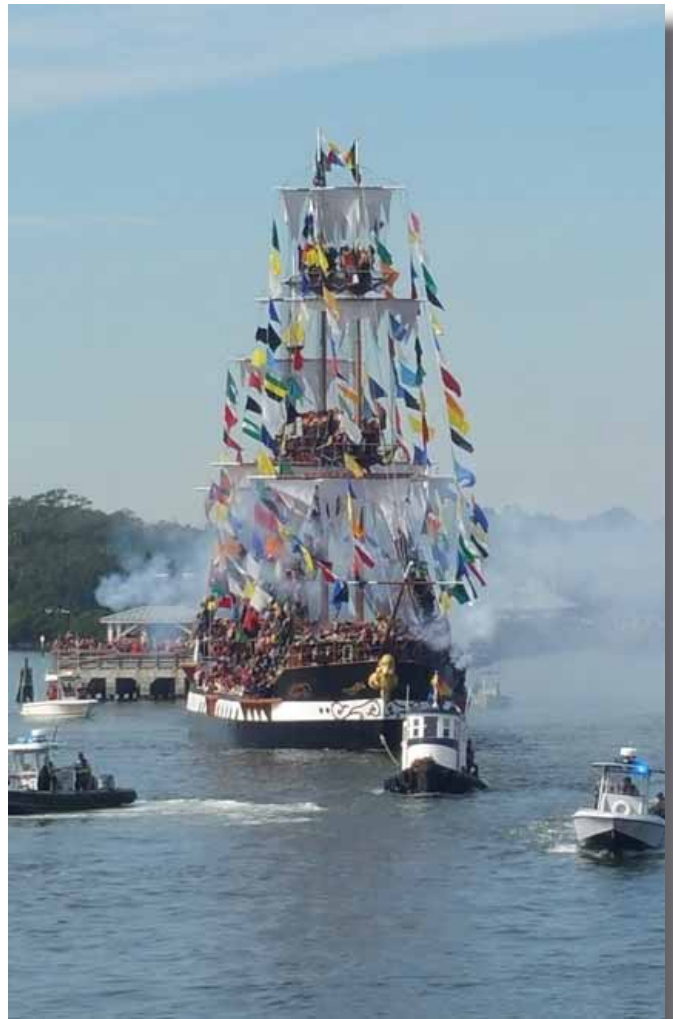
The event is the annual Gasparilla Pirate Invasion and boat parade. This year, Jan. 30, 2016, under a clear, blue sky, the boat parade went on as in years before. The good weather brought out more boaters than usual but local law enforcement reported no major mishaps. That is because the Coast Guard and local law enforcement agencies are well briefed on what to expect from participating boaters and how to best handle potentially dangerous situations.

Planning for this event begins nearly a year ahead of the date between a number of agencies including the Coast Guard, the City of Tampa, the Coast Guard Auxiliary, and law enforcement and other agencies from throughout Florida.

Members and vessels from three divisions under Sector St. Petersburg including Divisions 7, 8 and 11 participated in this year's Gasparilla boat parade. Auxiliary contributions included at least 14 vessels, each with 3-5 crewmembers. The more than 50 crewmembers participating assisted with keeping recreational boaters from blocking the parade route and served as host to members from Tampa Bay's Manatee Awareness Coalition. The sheer number of boaters during the Gasparilla Boat Parade combined with the high rate of alcohol consumption during these festivities increases the threat to these gentle creatures tenfold. Auxiliarists who assist with the manatee watch stand by areas where manatees are known to congregate and warn off recreational boaters in the event one is spotted.

Tampa Radio One at Flotilla 79 Tampa provided radio watch for all of the Auxiliary vessels involved and maintained contact with the patrol command vessel. Dave Rockwell, Staff Officer-Communications, oversaw a crew of six Telecommunications Operators who had by far, the longest day. They powered up the station at 5:30 a.m. and did not close down until after 4:30 p.m.

Pat Prado, Staff Officer-Public Affairs and Darren Hart, Staff Officer-Program Visitor, interacted with the



TAMPA BAY-The pirate ship Gasparilla makes way to the City of Tampa which it will conquer and then march triumphantly through the city in one of the most popular parades in Florida. As many as 400,000 people attend the parade and other Gasparilla events. USCG Auxiliary photo by Linda Churchill, SO-OP Division 7

Coast Guard Public Affairs detachment, assisted in planning media coverage before and after the parade, organized a team of six photographers to work from assigned locations, and took charge of real-time social media coverage.

An event like the Gasparilla Pirate Invasion requires a lot of Auxiliary assets in terms of manpower, skills and equipment to run smoothly. Once again, those who volunteered did the Auxiliary proud! Bravo Zulu! Ω



Palm Island Marina Ranger Tug Rendezvous and Vessel Safety Check Blitz: Two Divisions Share Resources to Provide Boating Safety Support.

Article and photos by Helene Russette, FSO-PA 87



ENGLEWOOD, Fla.—Lloyd Abbot, Flotilla 99 Rotonda West, glances out of a Ranger Tug cabin while conducting a Vessel Safety Check Feb. 7, 2016, at the Palm Island Marina. Flotillas from 2 separate divisions joined forces to conduct Vessel Safety Checks and to talk about some of the Auxiliary's activities and missions. Right: Dane Hahn, Flotilla Commander and Sandra Hahn (front), Flotilla 87 Englewood, conduct a successful Vessel Safety Check. USCG Auxiliary photos by Helen Russette

ENGLEWOOD, Fla.—The coldest, blustriest day of the year was hardly an ideal time for a Vessel Safety Check (VSC) blitz and Public Affairs event for the Coast Guard Auxiliary. Despite unpredicted winds and cold drizzle, Flotilla 87 Englewood joined with Flotilla 99 Rotonda West at the Palm Island Marina Sunday, Feb. 7, to support a group of Ranger Tug enthusiasts pursuing Vessel Safety Checks and answer various recreational boating issues.

Ranger Tugs are a brand of recreational powerboat similar to commercial fishing trawlers with state-of-the-art electronics, single engines, large fuel capacity, and surprisingly spacious main cabins. These seaworthy vessels are relatively slow, topping out at 8-9 knots. Their engine and mechanical room are located below, and displacement hull and raised pilothouse design are similar to those of commercial fishing vessels.

Thirteen Vessel Examiners from the two flotillas participated. Ted Wilson, Flotilla 99's Staff Officer for Communications, transported his flotilla's communications van to Palm Island Marina and

conducted a show-and-tell on how and when the facility is deployed in support of Station Ft. Myers' Search and Rescue operations. Flotilla 87's Flotilla Staff Officer for Vessel Examinations, John Russette, displayed his mobile radio apparatus (radio-in-a-box) and explained its application via a streaming PowerPoint® presentation. Helen Russette endured chilly gusts to distribute Auxiliary recreational boating safety materials and publicize the two flotillas' Public Education programs.

The winds remained high all morning but the warming Florida sun eventually broke through. In the end, the event was well attended by both the Ranger Tug group, with boaters hailing from across the U.S., and by a good number of other marina patrons. Beside the many Vessel Safety Checks completed and successful promotion of Auxiliary programs, two neighboring Auxiliary flotillas from two different divisions, combined resources to deliver recreational boating safety support to their shared, local community. Ω



Use Social Media to Help Spread the Boating Safety Message

Auxiliary social media pages are a good source of information and ideas as well as a great way to spread the recreational boating safety message and recruit new members. But...yes, there is a caveat... to help spread the boating safety message you must do three things:

1. **LIKE** the page so that its posts appear in your newsfeed.
2. **LIKE** posts that appeal to you, and
3. **SHARE** these posts on your page so that your friends can see these messages.

Everyone has their own newsfeed so your friends do not see the contents of yours unless you **SHARE** on your timeline.

Spreading the word is not all that difficult.
LIKE and **SHARE**!



District 7 on Facebook:

<https://www.facebook.com/uscg.aux.7.dist/>



U.S.C.G Auxiliary on Facebook:

<https://www.facebook.com/uscgauxiliary/>



U.S.C.G Auxiliary Recreational Boating Safety on Facebook:

<https://www.facebook.com/RecreationalBoatingSafety/>



United States Coast Guard Auxiliary Seventh District

LEGAL DSO	OE CORNER	D7 HELP DESK	AVIATION
HR CORNER	AWARDS	MANUALS	AUX-INFO
DISTRICT 7 ORGANIZATION CHART	DISTRICT STANDING RULES	MEMBER TRAINING	INFORMATION SERVICES
PUBLIC AFFAIRS	COMMUNICATION	PROGRAM VISITOR	DISTRICT 7 DASHBOARD
PUBLIC EDUCATION	SURFACE OPERATIONS	STATE LIAISON	PUBLICATION
COMMUNICATION SERVICES	MARINE SAFETY	VESSEL EXAMINATION	D7 OFFICERS DIRECTORY
MATERIALS	HISTORIAN	NAVIGATION SYSTEMS	HUMAN RESOURCES
NAVIGATIONAL SYSTEMS			

While you are online, check out all of the new features on the District 7 Web page. Between the links on the sidebar and the ones within the table, it could not be any easier to find what you need!

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

