

D-7 Connection



Human Resources - Fall Issue 2014

Issue 27

Editor: Angela Pomaro

Happy Autumn





USCG Auxiliary

District 7



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John Tyson



District Commodore—E
Robert A. Weskerna



Chief of Staff—E
Judith Hudson



Logistics Directorate



James E. Dennen, DDC-L
Directorate Chief

The DSO-HR Team



Angela Pomaro DSO-HR
Human Resources Department



Tom O'Connor, ADSO-HR
Mentor—North



Paulette Parent, ADSO-HR
AUXFS



Rich Steinbach, ADSO-HR
Mentor—East/West





Thank You



**Harvey Niblack, ADSO-HR
Special Projects**

A special thanks are extended to Harvey Niblack, ADSO-HR Special Projects for his dedication and service in promoting the growth of District 7. Harvey worked diligently sending out the HR Department's "Last Ditch Email" to all those e-responders who did not respond to the various HR Officers attempts to make contact. Some months this entailed sending out as much as 75 emails. He responded to both the e-responder and HR Officer with professionalism and understanding which has resulted in a large number of e-responders becoming members.

You will be truly missed. Best of Luck

**South
Carolina**

Georgia

The District 7 SO-HR Team



Larry Cook 2



Tom O'Connor 10



John Owen 12



Rebecca Habermas 14



Bruce McAllister 15

Florida



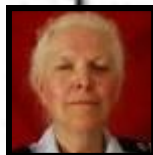
Jesse Scott 11



Sharon Breece 17



Bill Griswold 4



Judith Clapp 7



Rich Steinbach 5



John De Stefano 8



Arnold Greenhouse 3



Tom Hart 9



Alvaro Ferrando 6



Dorothy Cain 13



Wilson Iziarry-dehoyos 1



David Richardson 16



Puerto Rico

Virgin Islands



"Connie's Comments"

Maximum Disclosure, Minimum Delay



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

For those of you who went to Aux-12 C School for Public Affairs, that phrase: Maximum Disclosure, Minimum Delay was one that the instructor Manny Romero said over and over again. As you learn more about handling the everyday ins and outs of being a Public Affairs Officer for your flotilla, division or district, you should begin to realize that the phrase is very important.

First, it becomes important when you are expected to handle even simple things like putting out a schedule for Public Education classes or Vessel Exams or to call public attention to upcoming boating safety events. If you don't get the message out there in a timely manner with the proper information, then the results may fall short of what you and others hoped to achieve...few students, fewer boats to check and little public involvement in your event.

Secondly, that phrase is important when writing for your flotilla, division or district newsletter. You need to get out the article in a timely manner and check, double check and triple check to make sure that the facts are correct and the names of participants are spelled right. And, if photos are used, make sure the people are properly identified and yes, if youngsters are involved, that you have the proper photo releases.

Finally, if you, as an information officer find yourself having to speak about some incident or event that occurred under your watch, make sure you know your limitations with regard to release of information: security, accuracy, propriety and policy. A good example of not adhering to the phrase: Maximum Disclosure, Minimum Delay is the recent event in Ferguson, Missouri. That event clearly shows how not having good Public Affairs people speaking for the town and the events that occurred, led to misinformation, guess work and unreliable reports coming in from all sides. It was a tragedy for all concerned. The limited Disclosure and the Delay of information created mistrust. It was chaos waiting to happen and it did.

As Auxiliary Public Affairs Officers, we may never be involved in something that dramatic, but in our everyday missions adhering to that phrase will help us stay focused. Focusing on missions and the success of our support to boating safety and the Coast Guard demands professionalism. It is within all of us to succeed to that end.

Maximum Disclosure and Minimum Delay is the premise that the Coast Guard uses to approach their everyday missions. We need to keep that in mind. Semper Paratus.





The Mentoring Gurus

Leadership Support of the D7 Mentoring Plan



Submitted by Rich Steinbach,
ADSO-Mentoring, East/West

You have been hearing a lot from me about “Mentoring” and the “D7 Plan” for the past two years, so I thought it would be a good idea to let you hear from Auxiliary leadership about what they feel mentoring is doing to improve the flotilla and Auxiliary experience.

One of the strongest supporters of the D7 Plan and Mentoring is Division 5 Commander, Greg Barth. Five of the seven flotillas in Greg’s division have embraced the D7 Plan. To date 42 members have completed training and have been awarded the Commodore’s “Mentor Certificate of Completion.”

Mentoring in Division 5

Submitted By Gregory Barth
Division 5 Commander

In the business world we had mentoring of a sort. People started on day one and someone showed them where the coffee machine, the men’s/ladies room, the coat closet, how to get an ID card, where to eat lunch etc. and when you get your first paycheck. They usually found most things on day two and became a productive worker.

Now we have the Auxiliary. I guess we don’t have to worry about a paycheck and we don’t have coat closets here in the south. You contact a flotilla, fill out a multipage application, get fingerprinted, get your picture taken and hopefully attend your first meeting. You see some members in ODUs and some in Trops. Which one should I buy, what is the cost, how do you order them, what needs to be sewn on them, they cost what? What are blouses anyway? Then you find out that you can’t get everything at one time from one place? When do I get my ID card? It takes how long? Next you hear about having to take ICS 100, 200, 700 & 800 and submit the certificate to the FC. Then you hear about AUXLMS. I have to take Sexual Harassment and a bunch of other on-line classes? How does that work? Then you hear about becoming a Vessel Examiner, a Program Visitor, PE Instructor or a Boat Crew Member. This sounds more interesting but you can’t do it right away. The member usually ends his or her first meeting in some level of confusion. That’s where the mentoring comes in.

Mentoring in its early stage was developed to help this guy/gal through the process. It worked somewhat but needed improvement. We now have a more formal process where a “Trained Mentor” will guide the “Mentee”

through the process. About 1 in 10 members in our division are “Qualified Mentors”. The first few months are critical to new members. You can get them interested, get them trained and they can become productive members of the flotilla. If you miss these first three or more months you can lose that member. That is what the mentor is for. He/she will guide that member through the process and get them pointed in the right direction. Each new member should be given a mentor to help them through the process and continually guide them in the right direction. I would encourage all of our mentors to work more closely with these newer members.

What I also want to talk about is that continual guiding process. Mentoring continues all the way up the chain of leadership. In actuality, as you move up it is even more important. Most of our leadership changes every two years, some more often. Continual training, mentoring and guidance are more important than ever at this level. The Flotilla Commander & Vice Commander should be mentoring the Flotilla Staff Officers. The Division Commander should be mentoring the Flotilla Commanders. The District Captain should be mentoring the Division Commanders and the Commodore and Chief of Staff should mentor the District Captains. Mentoring is also two-way. We all don’t/can’t know everything so many times you are helping someone either up or down the chain. Sometimes talking a problem over and getting guidance or at least another opinion is invaluable.

Remember, our goal is not only to make members better and more productive members but to make our leaders better and more effective leaders.



The Retention Guru

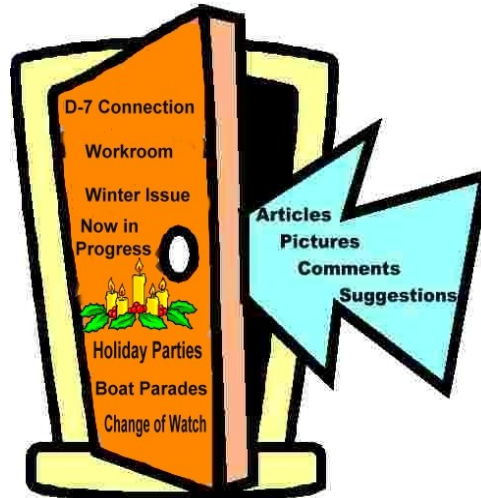


I encourage you to visit the D7 Web Site, scroll down to the "HR Corner" and scroll down again to Mentor Program. You will find everything you need to recruit and train potential mentors and mentees, including eighteen complete training modules.

In addition, if you would like help starting a mentoring program in your division or flotilla, please contact me and I will assist in any way I can.



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

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



THE AUXCHEF



Beth Elliott, AUX-FS—Flotilla 45



Taken from Summer AuxFS eNewsletter

My path to AuxFS is probably a unique one. At the age of 12 I would put on my leotard and character shoes and head to the basement to belt out show tunes. I just knew I'd be a star someday. I quickly learned that I wasn't a singer or dancer so performing in big time musical theater was probably not in the cards for me. I also discovered that I had expensive tastes and learned that for most people being an actress wasn't very lucrative. I did get work at a local dinner theater. I found that I enjoyed being in the kitchen as much as being on stage. Yes, even scullery work could be fun!

So when I saw the email announcing AuxFS in D7 I was very excited. I emailed every name I could find asking to be included in the class. How a stranger in Chattanooga would help me get into a Cocoa Florida class was something I just had to experience. In true Auxiliary form I was welcomed into the class and I was delighted.

I have had many wonderful experiences as an AuxFS. My cooking skills have expanded. My food tastes great! It may not be the prettiest in the world. Hence, that is why I'm not a pastry chef. I also didn't want to work the kind of hours the restaurant industry requires. AuxFS has given me the opportunity to do something I like to do and to support the Coast Guard in a very positive way.

Two years ago, I had the opportunity to serve at Admiral Baumgartner's quarters. One of the events was a "Welcome Aboard" lunch for the young men and women who had signed their letters of intent to go to the CG Academy. It was a meet and greet with young CG officers in the area. The attendees enjoyed the CG hospitality and I received my first Challenge Coin.

CGA Provisional Candidate Mike Franco attended that lunch! This summer the now Cadet Franco and Cadet Sulli E. Edwards spent 5 weeks at the Station Ponce Inlet before departing for a month on the Eagle. All they wanted from me were chocolate chip cookies like Grandma made. Brownies, enchiladas, mac and cheese, puffed rice marshmallow treats, pretty much anything made with love. I became "Grandma." My husband, Bob, and I were renewed by the spirit of these two young people. They are among the best and brightest our country has to offer and we are honored to have made their acquaintance.

On a Monday this summer at Station Ponce we had a new shipmate, Seaman Trent Brown. When I say new, I mean he reported on Saturday from Boot Camp. He showed up in the galley for breakfast. He looked at the hot line and appeared perplexed. He said "I guess I'll take all three." There was sausage, bacon and hash browns. I asked if he wanted eggs or a waffle. "I can have eggs?" He asked. Apparently they don't ask in boot camp. He brightened up when he found out he could have an omelet with cheddar. One of the greatest things about being an AuxFS is adding that little touch of home for the crew.

My second Challenge Coin was given to me by Admiral Korn. His first Station visit was to Station Port Canaveral on my day in the galley. Most of us do not get to be part of representational food service. I had to look up the term. We had 7 retired and active duty Flag Officers for lunch that day. Our team consisted of two FS1s, 2 FS2s, an FS3 and one AuxFS. We worked hard! And what fun it was to be part of a big team. I know that my work with the AuxFS program is just getting started. Around every corner are new challenges, new opportunities to learn and new ways to serve. It is a fun and exciting experience.

Paperwork!

Paperwork!



The Duties of the Information Services Officer

Submitted by Sue Hastings, DSO-IS

Do you know the responsibilities of your Information Services officer in your flotilla/division/district? At the recent DTRAIN IS Workshop on September 19 in Orlando, Sue Hastings, DSO-IS, and Ed Duda, ADSO-IS presented some of the criteria that are being taught to our new IS officers at the AUX-10 training.

Information Services (IS) officers are responsible for the accurate collection and recording of all member information and mission activity. Some of this information is recorded at the local level by your FSO-IS or SO-IS, District level through the D7 Help Desk, or at National Level for Classes done at NTC/AUXLMS or fed by AOM system.

Also, IS officers are the unit information subject matter experts to keep officers and members advised on information needed to manage units.

An important responsibility is educating officers and members of the proper use of mission codes. The Auxiliary Manual is the instruction for all Coast Guard Auxiliary Mission Activity. In District 7, the District Director of Auxiliary can set policies related to District 7, which can be found in the Knowledge base on the D7 Help Desk on the District 7 website. For example, policies are set for QE signoff for out of District members who want to do patrols in our District. Also in Public Education for Instructor certification, the certification hours have to be in Public Education.

Mission activity can generally be divided into two areas: Auxiliary Support Missions and Coast Guard Support Missions.

Auxiliary Support Missions: are traditional Auxiliary missions like Public Affairs, Public Education, Program Visits, Member Training, and Vessel Exams. The Flotilla Commander has “Assignment to Duty” authority for these types of missions. This means that Auxiliarists need to inform the FC or delegated FSO in that program area that missions are being done. This is for the protection of the member to be covered for liability in case of an accident or problems.

Coast Guard Support Missions: Only a Coast Guard Unit Commander may assign any CG Unit Duty, Title, or Responsibility to an Auxiliarist. An Auxiliarist performing CG support missions is only considered to have been assigned to duty when the activities have been **AUTHORIZED** and **CLEARLY COMMUNICATED** by the appropriate Coast Guard Authority. All Coast Guard support missions require an OPCODE for the specific Coast Guard unit supported.

- Marine Patrol missions are done in the AOM (AUXDATA Order Management) system and are approved by OIA (Order Issuing Authority) before sending to AUXDATA. These missions are MOM (Maritime Observation Mission, 01A/B), 02 Regatta, 03 Nav. Systems (ATON/Chart Updating) – requested by CG Unit (ATONS) or DSO-NS/SO-NS (PATONS), 22A Training (Qualifications), Logistics (54A) – transporting CG personnel or material, Air/Vessel Intercept (55A) – providing CG targets in identifying and intercepting targets. Note Coxswains do not change mission codes during a patrol without direction for the controlling CG Station or Sector. Please note that Code 01A MOM patrols are multi-mission

Paperwork!

Paperwork!



The Duties of the Information Services Officer

Submitted by Sue Hastings, DSO-IS

- Search & Rescue missions are Standby Bravo Status (23A) for In-Port Breaks while on patrol. AUXMAN Page 5-57 prohibits reporting of 23A unless Coxswain/Pilot & Crew are in uniform in the presence of a surface or air facility ready to launch; SAR (24) – either underway or on SAR callout – requires either a Unit Case or MISLE Number on 7030.
- Navigation Systems - ATON Federal (30) – Verifications (requested by CG), Discrepancies (anytime); PATON Private (31) – Verifications (requested by NS), Discrepancies (anytime); Bridge Administration (32) – Discrepancies (anytime). Aids Verifiers report ATON activity conducted during a patrol on a separate 7030 – National allows up to 1 hour for completing the 7030 and 7054 paperwork. Mission code changes are required for each mission code (30, 31, and 32).
- CG OPS Support – There are several codes for Ops Support. Watchstanding 07A (CG Watch Duty not radio); QE Shore and Underway Check offs 07B/C, 07D Any CG Support Mission Not Otherwise Shown includes AUXCHEF Operation Code and AUXMON Operation Codes; Radio Watchstander/Net (20B)– qualified CG Watchstander at CG Unit, Aux Fixed Land Radio Station, Instructor for CG Courses (22C) - (must be qualified IT and if Auxiliarists are present report as Member Training) CG Crew Augmentation (26) – Not AUXFS, getting a ride on CG boat is not 26 time.
- CG Administration Support (08) – assigned administrative or clerical duty for CG unit or cutter.
- Government Support (Federal 41, State 42 and Local 43) as requested and authorized by CG.
- International Affairs – Interpreter Assistance (60a) as approved by CHIDIRAUX; Partnership Activities – serving with International organizations – International Dept. only
- Legislative Outreach – appointed duty, Federal (65A), State (65B), State BLA Meetings (65C) as appointed by DCO.
- Marine Safety & Marine Environmental Protection – several codes in 28/70/80 that are assigned duty with OPCON code. An exception to CG Assignment to Duty requirements is Sea Partners & Environmental (70N) but requires the Marine Safety AUX-MEES PQS to use. America's Waterway Watch (70V) is PE/PA/VE public outreach to instruct public on how to report suspicious activity on or around our waterways. It has nothing to do with Auxiliarists watching the waterways.
- Health Services (93A/B/C/K) is assigned duty with OPCON Code for support of health services at CG clinics.

As you can see there are numerous codes that can be used for activity. If you are not sure exactly what code you should be using for your activity, please work with your FSO-IS or SO-IS. If they are not sure, it can be sent to DSO-IS or ADSO-IS for clarification. The Coast Guard and Auxiliary Leadership keep close track of what support the Auxiliary is providing the Coast Guard and we want to provide them with the most accurate information.

News From Otto's World



Florida - Lightning Capital of the Nation



Submitted by Otto
Spielbichler, Flotilla 54

Florida becomes the nation's lightning capital every summer. It's a meteorological distinction that occurs because of the state's environment and geographical location.



Most people know that lightning usually strikes the highest and narrowest point around which is why lightning rods are located on the peak of buildings. They also know how dangerous and damaging a lightning strike can be to any one or thing it strikes. Auxiliarists and recreational boaters in Florida can be on the water year round and usually are the highest object on the water. Learning about lightning can contribute to making boating safer for everyone.

Lightning is the building up and discharge of electrical energy. Discharges are brief and intense. Lightning strikes or discharges can occur within a storm cloud, between clouds or from a cloud to a point on the ground. Strikes within clouds or between clouds pose little danger to people or objects on the ground and make for dramatic night time viewing. Cloud to ground strikes pose a real danger at all times

times to objects on the ground or water and is the focus of this article.

When lightning strikes an object it follows a conductor which offers the least resistance as it seeks a ground or ending point. The best conductor and path of least resistance on a boat is the electrical wiring system. The intense energy in lightning usually burns the wiring as it continues to seek a ground. Often the strike continues through the hull of the boat. Wood and fiberglass are not good conductors and the resistance they create results in a heat buildup as lightening travels through the material. A fire may result. When the lightning finally exits through a scupper, transducer or other object on a boat, it enters the water and grounds. If lightning destroys a scupper or fitting at water level a boat could sink. (See *Seaworthy Magazine*, April 2000 for additional information or search NOAA sites).



According to the American Boat and Yacht Council, boat owners can install lightening protection systems. The article suggests that installing a system takes more skill than most boaters have and recommends the job be done by an expert.

News From Otto's World



Sailboat masts will protect the vessel from a lightning strike if grounded to the keel. In addition, if the mast is tall enough it creates a “cone of protection” for the vessel. The size of the cone can be determined by drawing a 45 degree angle line from the top of the mast to



the water. Any portion of the boat that is not touched by the line is part of the protective cone. The rule applies to power boats that have installed a lightning protection system.

Boaters without lightning protection systems can do relatively simple things to reduce the likelihood of being struck by lightning. For example, listen to National Weather Service radio before starting a boating trip or as the saying goes, know before you go. Stay in port if storms are predicted.



Clouds provide clues to upcoming weather. Fair weather cumulus clouds that grow in size and darken (become cumulonimbus clouds) are a sign of an on-coming storm. Individual towering cumulus clouds may be or have the potential to contain rain or thunder storms. In addition, cold air within these clouds can create wind conditions or down drafts that are hazardous to boats and boaters. Avoid traveling

under these clouds by changing course if possible. If storm clouds are coming towards your vessel either change course or return to port.

When lightning flashes are seen in the distance, it is possible to estimate how far away the lightning is. When a flash of lightning is observed, count the seconds before the sound of thunder is heard. The storm is approximately one mile away for every five seconds between the flash and the sound of thunder. Return to port if the time decreases the next time seconds are counted.

Above all, protect yourself! Remember if you can see a lighting strike, you can be struck by lightning. In addition, lightning can strike twice in the same area. The best advice is to know before you go! Educate yourself and your crews. Don't forget to educate the boating public. It is part of the Auxiliary mission to make boating safer.

If for any reason you cannot change course or return to port before a thunder storm overtakes you, the following are things can be done to reduce chances of being struck by lightning. First, put on a life jacket. If you are struck and become unconscious or are thrown overboard, you will float. Next, lower outriggers, fishing rods, radio antennas, and any tall equipment that might act as a lightning rod and place them in the bottom of the boat. If a strike appears certain (some of your hair is standing on end) quickly find shelter in the lowest part of the boat. Assume a fetal position and touch as little of the boat or its equipment as possible.

If someone is struck: treat for shock. If they are not breathing begin CPR (cardiopulmonary resuscitation). Appoint someone to call for assistance on marine channel 16. Train another person on your boat on how to make a call on a marine radio. If a cell phone is the only means of communication, be sure the number of the nearest Coast Guard Station is in the contact list.



**Lighting in area of shuttle Discovery
Kennedy Space Center
Cape Canaveral, Fla.**



DIRAUX



COAST GUARD MARKINGS ON AUXILIARY UNIFORMS AND PERSONAL PROTECTIVE GEAR

**Submitted by Vickie L. Aponte,
Auxiliary Affairs Assistant, D7**

Membership in the United States Coast Guard Auxiliary can be a costly endeavor. We volunteer not just our time and effort, but are also required to pay dues, purchase uniforms, personal protective equipment, and other items. The Coast Guard appreciates all that we as volunteers contribute to Recreational Boating Safety and to Operations, and when their budget permits, contributes new and used personal protective equipment to local Auxiliary units.

While it is the responsibility of the Coast Guard unit to mark these items properly for Auxiliarists, sometimes circumstances may prevent that. In this event, it is up to the receiving Auxiliary unit to mark these items properly prior to use by adding the word "Auxiliary" after the words "Coast Guard," and the best time to do this may be before these items are distributed to the members for wear.

The policy concerning Auxiliary members wearing uniform items and personal protective equipment properly marked is addressed in the United States Coast Guard Auxiliary Manual COMDTINST M16790.1G, Chapter 10-10 and reads as follows:

C.2. Uniforms, Accessories, and Coast Guard Markings

Uniforms and accessories obtained through recognized sources have been Coast Guard certified. The products are made of modern materials and constructed to precise specifications with care. Cleaning and maintenance of uniforms and accessories should present no problems. Labels frequently provide specific cleaning instructions.

With the exception of authorized Coast Guard unit ball caps, Auxiliarists should avoid wearing uniform items that carry Coast Guard markings, particularly Personal Protective Equipment (PPE), work clothes, and organizational clothing. It is the responsibility of the Coast Guard unit that provides such uniform items to Auxiliarists to provide uniform items that are properly marked for Auxiliarists. Time and circumstances may not facilitate the availability of Coast Guard-provided uniform items that have Auxiliary markings. In such circumstances, Auxiliarists may wear the provided uniform items despite not having appropriate Auxiliary markings. However, all due effort shall be put forth to correct such circumstances so that Auxiliarists are provided uniform items with appropriate Auxiliary markings as soon thereafter as possible.

Please ensure that every member of your unit wears properly marked uniforms and personal protective equipment, and again, the best time make these changes to items donated by the Coast Guard may be before these items are distributed to the members!





The Webmaster

Have You Checked This Out lately?

Submitted by Dave Hastings, DSO-CS

The URL for the District 7 website is: <http://www.uscga-district-7.org>. Have you checked it out lately?



New items and improvements are added to it on a regular basis. For example, a new section for Tablet and iPad Touch Screens was added to the left-hand menu. Members are using these devices to access the website and had encountered problems getting to the sections with the smaller screens and touchpads. This change makes it easier to get around the website.



The Webmaster

Have You Checked This Out lately?

Submitted by Dave Hastings, DSO-CS

On the bottom of the home screen are some quick access buttons to click to access information quicker than using the menu drop down boxes.

Safe Boating Classes ▶

District 7 Help Desk

Video Section

What's New

District Divisions and Flotillas

CONTACT US

2012 IT ✓

SEARCH NATIONAL SITE

Enter Search Term(s):

Search

SECURITY LEVELS

MARSEC LEVEL

1 **2** **3**

SIGNIFICANT RISK

NTAS

National Elected Officers, or Department Officers should be regarded as officer statements.

The Member's area is designed to help you locate the information you want quickly and efficiently.

As with any communications tool, your feedback will help us refine this site, to make it both more informative and easier to use. So please feel free to contact us with any comments, critiques, or compliments regarding this website. "Click here to email us your comments"

Semper Paratus! Always ready!

Updated 01/14/2014

DTRAIN 2014

HR CORNER	AWARDS	MANUALS	AUX-INFO
D7 HELP DESK	AVIATION	MEMBER TRAINING	INFORMATION SERVICES
PUBLIC AFFAIRS	COMMUNICATION	PROGRAM VISTOR	DISTRICT 7 DASHBOARD
PUBLIC EDUCATION	OPERATIONS	STATE LIAISON	PUBLICATION
COMMUNICATION SERVICES	MARINE SAFETY	VESSEL EXAMINATION	D7 OFFICERS DIRECTORY
MATERIALS	HISTORIAN	NAVIGATION SERVICES	HUMAN RESOURCES

2014 District 7 Organization Chart

DISTRICT STANDING RULES OF DISTRICT SEVEN

The information on the District website, divisions and flotillas websites is only as good as the information given to our Communication Services Officers and/or Webmasters. As these websites are usually the first contact with the public, we need to provide up to date information to make sure that we make a good first impression of the Auxiliary.

Elected leaders, appointed officers and the members need to make sure that they work with their webmaster to keep our information current. For example, unit elections are now happening. Don't forget that your webmaster needs to know the results and get updated information and photos posted by the end of the year.

HR Challenge Coin Awards



The following are recipients of the D7 HR Challenge Coin Award. This award is presented to those Flotilla Commanders who have maintained a 3% or less disenrollment rate for the year 2013 -- and to the Division Commanders with the most flotillas that have maintained a 3% or less disenrollment rate. This is determined by calculating 3% of the total number of members in each flotilla at the beginning of the year from AUXDATA -- disenrollments are noted. If disenrollments are 3% or less, that Flotilla Commander would qualify for the award. This award cannot be given or purchased but earned.

The awards were given to the District Captains East, North and West at DTRAIN for presentation in their areas.

Division 1

Flotilla 12—Francisco Bruno—Challenge Coin
Flotilla 13—Eduardo Busquets—Challenge Coin
Flotilla 16—Jaime Banch—Challenge Coin
Flotilla 17 Hector Vega—Challenge Coin
Flotilla 1-12—Jorge Fontanez—Challenge Coin
Division Commander—Ramses Rodriguez-Diaz—
2nd Award—Certificate

Division 3

Flotilla 31—Gary Krantz—2nd Award—Certificate
Flotilla 36—Andrea Rutherford—Challenge Coin
Flotilla 37—Gail Edelman—Challenge Coin

Division 4

Flotilla 41—Michael Hockaday—Challenge Coin
Flotilla 48—Bernardo Alicea—Challenge Coin

Division 6

Flotilla 63—Edward Dickson—Challenge Coin

Division 7

Flotilla 74—Jeffrey Gines— Challenge Coin
Flotilla 7-16—Donald Hershman

Division 8

Flotilla 85—Thomas Johnson—Challenge Coin

Division 9

Flotilla 92—Robert George—Challenge Coin

Division 10

Flotilla 10-2 Terry Crowell—Challenge Coin
Flotilla 10-11—John Winarchick—Challenge Coin

Division 12

Flotilla 12-3— Gerald Ruschkofski—Challenge Coin
Flotilla 12-4— Charles Budnick—Challenge Coin
Flotilla 12-6—James Poole—Challenge Coin
Flotilla 12-10—Richard Bankert—Challenge Coin

Division 13

Flotilla—13-1—Melvianne Cady—Challenge Coin
Flotilla 13-4—James Leenhouts—Challenge Coin
Flotilla 13-8—Dennis Kahler—Challenge Coin
Division Commander—Elsie Metcalf— Challenge Coin

Division 14

Flotilla 14-2—Mark Henricks—Challenge Coin
Flotilla 14-8—Paul Burns—Challenge Coin

Division 15

Flotilla 15-4—Edmund Barry—2nd Award—Certificate
Flotilla 15-7—Donald Sorli—Challenge Coin

Division 16

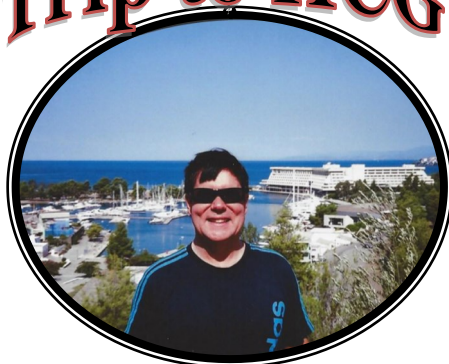
Flotilla 16-3—Malcolm Sprauve—2nd Award—Certificate



Division 4



Trip to HCG



Submitted by Walter Franek,
FSO-HR Flotilla 48

Flotilla 48 member Mark Van Balen, who is currently deployed at Belgrade, Serbia, visited Neos Marmaras, Greece over Labor Day weekend on a scuba diving trip.



In between dives at depths to 127 feet, he stopped in to say hello to the personnel of the Hellenic Coast Guard (HCG) Station at the Port of Neos Marmaras. The HCG is responsible for

similar such functions as the U.S. Coast Guard: law enforcement at sea, search and rescue, marine safety, environmental protection, fishery patrols, illegal immigration, and drug interdiction.

In peacetime the HCG comes under the civilian Ministry of Shipping. In wartime it is a paramilitary organization that can support the Hellenic Navy.



HCG Moto Marine Panthers 57 Patrol Boat

The HCG operates patrol boats from 18 to 180 feet, as well as cars, motorcycles, and fixed-wing aircraft.





Division 7



Saving Lives by Promoting Boating Safety

Submitted by Judith Clapp,
SO-HR Division 7

Written by Kevin Buckley, FSO-PA

According to the most recent statistics compiled by the United States Coast Guard, the cause of death in 77% of all boating accidents in 2013 was drowning. In 84% of such cases, the victim was not wearing a lifejacket.

Compared to 2012, nationally, the number of 2013 accidents decreased 10%, the number of deaths decreased 14%, and the number of injuries decreased 12.7%. However, the State of Florida accounted for over 14% of all boating deaths and injuries in the United States.

Since the primary mission of the U.S. Coast Guard Auxiliary (USCGAUX) is to promote Recreational Boating Safety, it was not surprising to find USCGAUX Flotilla 75, of Ruskin recently holding a Personal Flotation Device (PFD) and “Man Overboard” drill at the Apollo Beach Racquet and Fitness Club. Led by Bob Bettinger, who is also a member of the Club, an accomplished swimming coach and a long-time Auxiliarist, over 60 children learned of the importance of wearing a PFD and what to do if someone fell off a boat or was in trouble in the water.

The children were instructed how to properly fit a PFD by the USCGAUX instructors, and the proper way to enter the water was taught. Man-overboard techniques were then demonstrated and repeated by the class.

The children were made aware of the necessity to always wear a PFD, on the dock or on a boat, and to remind their parents that a “throw-able” cushion or life preserver should be readily at hand on their boat.

Upon passing the drills children were rewarded with USCGAUX materials regarding Marine Conservation and Boating Safety.

The all-volunteer USCG Auxiliary supports the United States Coast Guard in conducting Vessel Safety Checks, harbor patrols, safe boating classes, search and rescue and marine environmental protection.

Source: (*Recreational Boating Statistics 2013*
<http://www.uscgboating.org/assets/1/AssetManager/2013RecBoatingStats.pdf>)



Flotilla 75 Auxiliarists Kevin Buckley and Judith Clapp.
Photo taken by Mindy Buckley



Division 12



USCG Station Georgetown New Medium Response Boat

Submitted by Ed Woniak, VFC
Flotilla 12-10,

On August 24, 2014 members from Flotilla 12-10 (Georgetown) and 12-4 (Central Grand Strand) conducted 2-boat drills which included search patterns, Man Overboard drills, etc. for Boat Coxswain and Crew recertification's in Winyah Bay in Georgetown, SC. The Coxswain on the new 45 foot Medium Response Boat at Coast Guard Station Georgetown asked to use a boat for a distress boat for their crew training. Billy Shavers of 12-4 volunteered his boat, "Cappy", along with his crew and Coxswain Jack Margolis.

Our Coxswain, Allen (Hap) James, who is also a QE, asked the Coxswain on the 45' if it would be possible for the members from Flotilla 12-10 on Ed Wozniak's "Santana 2" to ride along and observe — he absolutely approved. We were all given a tour of the 45 which included the engine room, control panels, communications. etc., and best of all the "joy sticks", The Crew of the 45' proceeded to take "Cappy" in a stern tow and then simulated an alongside tow, before breaking the tow.

It is beyond words the thrill and excitement we all experienced to watch and see "Our Coast Guard" in operation and the very articulate, impeccable manner which they performed. It should make us all proud to support "Our Coasties" and wear the Auxiliary uniform.





Division 12



After Action Report

Coast Guard Training at Lake Murray

**Submitted by John Owen,
SO-HR Division 12**

United Station Coast Guard Station Charleston conducted classroom and on-water training at Flotilla Island, Lake Murray, SC on 29-31 August 2014, for 20 Auxiliary members from four inland lake flotillas in SC and Ga. Flotillas participating were: 12-3 Lake Murray, SC; 12-1 Lake Marion, SC; Flotilla 25, Augusta, GA; and Flotilla 21 Lake Hartwell, GA.

Flotilla 12-3 Lake Murray hosted the training program which was a mini-version of the Crew/Coxswain Training Academy held at Station Charleston in 2011. This training was designed to teach qualification tasks required for Auxiliary boat crew member certification with classroom and on-water instruction. This program complemented the individual flotilla training program by adding the critical element of Coast Guard active duty instructors who provided valuable guidance and instruction technique, safety, standardization and best practices. The Coast Guard active duty members also emphasized the importance of overall mission purpose and understanding.

Special thanks to Festus Burchfield, FC 12-3, and Barbara Burchfield, FSO-MT 12-3, who initiated and coordinated this training event.





Division 15



Fair Winds and Following Seas



Jim Spain

Auxiliarist, Jim Spain, of Flotilla 15-3 joined the United States Coast Auxiliary in 1989. He “crossed the bar” at his home on July 17, 2014 as his home and was “laid to rest” in his beloved Gulf of Mexico with the assistance of Larry Berman, Coxswain of Gasman II, crew members Diane Berman, Vonnie Robinson, Dolores Spain and Andy Render. Also paying tribute were members of U.S. Coast Guard Station Yankeetown. The weather was very uncooperative, with five foot swells and very overcast skies.



L to R: Crew members Diane Berman, Vonnie Robinson, coxswain Larry Berman at the helm, and crew member Dolores Spain.



U.S. Coast Guard members from Station Yankeetown joined Auxiliarists from Flotillas 15-1, 15-3, and 15-5 to scatter the remains of James Spain of Flotilla 15-3, in the Gulf of Mexico.

Taken from Flotilla 15-3 “The Compass Rose”

Photos—Andy Render



Welcome



July 1 to September 30, 2014

Division 1

**Barriera_Velazquez, Jose
Irizarry_Cortes, Humberto
Ortiz_Guzman, Efrain
Sanchez, Pedro A.
Torres_Lopez, Carmen
Vargas, Angel Jr.
Vargas_Soto, Yajaira
Velazquez_Natal, Armando**

Division 2

**Bagwell, John N.
Hall, Lea E.
Deck, Robert L.
Drummond, Sherry J.
Gelb, Henry
Krueger, Billie A.
Martin, Jeffrey J.
O'Bryan, Zachary M.
Riggs, Justin T.
Saidman, Zachary L.
Simony, Janet
Walker, Kenneth R.**

Division 3

**Brody, Michael
Burk, Aaron
Gagliardi, Joseph
Kevin, Joseph R.
Sabghir, Dana R.
Scott, David M.
Smith, Gordon P.
Stenger, Thomas L.
Yazdanbakhsh, Kayvon**

Division 4

**Acosta_Acevedo, Maria
Gonzalez, David
Herring, Andrew S.
Workman, Thomas R., Jr.**

Division 5

**Garcia, Angel L.
Lockwood, Michael O.
Wright, Keith**

Division 6

**Baez, Ariel
Curbelo, Markiel
Deleon, Jose M.
De_Los_Rios, Henry
Garcia, Cynthia
Garcia, Manuel A
Gill, Patricia E.
Hadfeg, Ivan J.
Lopez_Tavarez, Nestor
Martinez_Malo, Jeffrey
Menaker, Jacobo
Navarro, Lubby
Paul, Marco E.
Perez, David
Petkas, James M.
Roger, Christopher A.
Rosabal, Melchor
Ruiz, Fernando A.
Schwarz, Alfredo
Stone, Thomas
Williams, Mary A.
Withers, Elise M.**

Division 7

**Archibald, Paul D.
Bodden, Miles S.
Drumm, Russell L.
Harris, Charles G.
Maye John R.
Spagnolo, Adrian A.
Willcox, Toni M.**

Division 8

**Barbour, Gerry J.
Bumgardner, Woodrow L. Jr.
Fairbairn, Edna J.
Feldpausch, Penelope A.
Fresta, Jacqueline E.
Gennrich, Tesla N.
Lane, Thomas A.
McKay, Rusty B.
Mittelstadt, Carl F.
Richard, John F.
Schooks, Robert M.
Wilcox, Kevin S.**



Welcome



Division 9

Achzet, Russell K.
Boehning, Richard P.
Carr, Mary E.
Comrie, Michael B.
Dakis, George E., Jr.
Dobbins, Kristyn M.
Freeman, John E.
Groetzinger, Justin R.
Haray, Susan
Pickel, Albert R.
Schwab, Edwin J., Jr.
Swingley, Kathleen S.

Division 10

Curtis, Grant B.
Dondero, Joseph L.
Hampton, Kathryn E.
Hampton, Sara K.
Johansen, Paul H., Sr.
Poteralski, Paul L. Jr.
Dubose, Marion T., Jr.

Division 11

Adams, Parker W.
Godwin, Michael W.
Lloyd, Michael R.
Mills, Catherine C.
Olson, Charles A. IV
Ortiz, Miriam E.
Parwata, Igede U.
Quimby, Kathleen
Sumner, Steven S.
Sznerch, Cathleen T.
Vasquez, Sarah E.
Vanvoorhies, James C. Jr.
Vitale, Paul D.
Whitener, Charles P.
Zoda, Jean A.
Zoda, John C.

Division 12

Becker, Charlotte R.
Collins, Barton
Cutro, Joshua A.
Demarco, John J.
Gallo, Tanya M.
Marking, Brady T.
Slaybaugh, Jeffery E.
Watts, Pamela G.

Division 13

Hendricks, Sally M.
Krikorian, Sean P.
Lange, Guy A.
Nasser, Timothy
Rivero, Ricardo A.

Division 14

Boarman, Timothy S.
Candeletti, Alexa N.
Candeletti, William D.
Davis, Roger E. Jr.
Eco, Emmanuel C.
Ethier, Robert N.
Fless, Donald E.
Gilchrist, William R.
Lavender Walter G.
Lindsey, Paige S.
McLaughlin, Christian B.
McMahon, Stephen G.
Small, James L. II
Small, Logan
Steward, Juan L.

Division 15

Chambers, Ana D.
Cirrincione, Anthony G.
Franchi, Richard N.
Ingram, John D.
Mooney, Michael T.
Mosely, Emmatt T.
Perez, Julie L.
Perez, Raymond J.
Tracy, Benjamin
Tracy, James F.
Tracy, Mark I
Trotter, Christopher W.
Villemarie, Donald
Webb, Dennis S. Jr.
Webb, Tyler M.

Division 16

Arguelles, Jorge
Bisano, Rodriguez, Pablo
Buska, Kent B.
Fleming, Hayden
Hysinger, William K.
Lanclos, Joseph E., Jr.
Miller, Arland E.
Nicholas, Bevon
Pesquera, Rafael A.

Division 17

Bevilacqua, Alec F.
Bevilacqua, Paul
Colvin, Christopher M.
Gettlemen, Anthony W.
Harris, Steven J.
Hauskins, Benita
Hauskins, Ricky S.
Katz, David
Kelley, James E.
Peake, Joseph B.
Perley, Bryan V.



	Thomas F. McKee	Flotilla 34	5 April 1955
	John Zappia	Flotilla 34	16 October 1956
	Denjiro Rivera	Flotilla 12	7 October 1957
	Barry Porter	Flotilla 72	13 November 1959
	Harry Bonilla	Flotilla 41	19 February 1963
	Jack D'Agostino	Flotilla 9-10	23 June 1964
	Robert Strong	Flotilla 14-8	23 June 1964
	William Benson	Flotilla 44	26 June 1964
	Mary Lipstate	Flotilla 93	7 July 1964
	Commodore Henry Pratt	Flotilla 10-11	9 September 1964
	Mary Pratt	Flotilla 10-11	9 September 1964

Your long-standing service is acknowledged and appreciated.

Thank you



**Commodore Henry
and
Mary Pratt**

**Submitted by Jim Sheppard,
FC—Flotilla 10-11**

Membership in the US Coast Guard Auxiliary for Commodore and Mrs. Pratt began on September 9, 1964. Like so many other members the journey began with a safe boating class taken in Washington, DC, at the US Commerce auditorium along with about 300 other boating enthusiasts. They currently live in Sea Pines on Hilton Head Island, SC. They have been members of Flotilla 070-10-11 since 1990 when they transferred from the 5th District.



Commodore Pratt has served in various staff and all elected offices at the four levels of the Auxiliary organization. He was the National Commodore in 1989 -1990 and served on the former Horizon Committee/Long Range Planning Committee for 12 years when it was dissolved. He was on the Coast Guard Auxiliary Association Board of Directors for six years and has been a board member of the United Safe Boating Institute, the BOAT/US National Advisory Council, the Coast Guard Reserve Policy Board and is currently a member of the Coast Guard Uniform Board.

He is an AUXOP, coxswain qualified and to this day is still involved in on the water operations almost every week. At this time he is the Division 10 Staff Officer for Operations, working closely with Sector Charleston, MSU Savannah, Coast Guard Air Station Savannah and Coast Guard Station Tybee.

As an example of his dedication to carrying out his duties as Operations Officer for Division 10 with accuracy and dedication, you only have to look back to the afternoon of July 16, 2006. Within one hour of receiving a phone call from Coast Guard Sector Charleston requesting assistance in closing the Savannah River and the Intracoastal Waterway due to the oil spill, the USCG Auxiliary Division 10 Operations Officer, Henry Pratt, had the Auxiliary's Hilton Head & Savannah flotillas underway to assist. They secured the Intracoastal Waterway entrance on both sides of the Savannah River and allowed no boats into those waters until the spill was secured. This patrol lasted for over 24 hours and involved a number of assets from the flotillas. Working with the FSO-OP's of both flotillas, he coordinated the mission to ensure the river was secured day and night.

In another incident he and Mary were on vacation in 2008 when he received a call from MSU Savannah that the Dixie Crystal sugar refinery on the Savannah River had caught fire and the MSU was requesting assistance in the area. From Florida he was able to coordinate a response by Division 10 flotillas for the next several days until the Coast Guard no longer needed assistance from the Auxiliary.



D-7 Golden Anniversary Club

Dedicated Team Serving 50 Years



Commodore Pratt has been the recipient of various individual and team Coast Guard and Auxiliary awards and recognitions including two USCG Public Service Awards, several USCG Meritorious Commendations with "O" device, several Auxiliary Commendation Medals, the Auxiliary Achievement Medal and in 2003 was awarded the USCG Meritorious Service Award in recognition of his service from 1993 to 2003.

In his avocation - golf - he has served on the board and as president of the Senior Men's Golf Association of Hilton Head Island and is presently the chairman of Hilton Head Island Inter-Club Golf Association. In addition to serving on the Sea Pines Country Club Board of Directors he was chairman of the Golf Committee and Green Committee. He has also supported the local PGA golf tournament on Hilton Head for over 25 years and for more than 15 years he has been the starter on the first tee.

Commodore Henry G. Pratt III was born in 1940 in Washington, D.C., and resided for most of the next 50 years in Arlington, Virginia. He met his future wife, the former Mary Buchanan, in college and they were married in 1963. They have one son, daughter-in-law and one grandson.

Commodore Pratt received a BA degree in economics from Emory & Henry College in 1963 and completed two years of graduate study in business administration at George Washington University. He is a graduate of the American Institute of Banking and of the Virginia-Maryland School of Bank Management

at the University of Virginia. His career was in branch bank management with a bank which evolved into what is now Wells Fargo Bank.

Commodore Pratt served in the US Army as an infantry officer with assignments in the United States and South Korea during which time he earned two US Army Commendation Medals.

While residing in Arlington, VA (District 5), Mary served in various flotilla and division staff positions and was SO-SR 14 for eight years and DSO-SR 5 for six years. Mary and Henry attended the National Vessel Examiner School in Alaska and worked as a VE team for 18 years. She also participated in operations with her husband for a number of years. During the years of his climb up the elected ladder, she was Commodore Pratt's secretary and did all of his correspondence. In those days all correspondence was typed hard copy and mailed. Mary also served from 1989-1992 as the administrative secretary for two national commodores.

Mary is the recipient of the Coast Guard Auxiliary Commendation Medal.

Following their move to District 7, Mary has held flotilla and division staff positions and is currently SO-MA 10.

Mary was born in 1940 in Bristol, Virginia. She received a BA degree from Emory and Henry College in 1963.

Like Henry, Mary likes to play golf and has served for 28 years as a volunteer walking scorer for the annual PGA Heritage golf tournament on Hilton Head.

Thank You For Your Continuing Service



Submitted by Bob Adubato,
FC 93, SO-PA 9

Mary Lipstate

June marked the 75th anniversary of the Coast Guard Auxiliary. The longest serving active member of Flotilla 93, Mary Lipstate, celebrated 50 years as an Auxiliary volunteer as of July 7. Her active service of 50 years ranks as tops for all members of Flotilla 93.

Mary Lipstate's life reads like a history of the growth of Naples. Not only is she the longest serving Auxiliarist, she is probably one of Naples' most tenured residents. She says her dad was a real entrepreneur, owning and operating several small businesses in town and also owning a farm at one time as well as a gas station and a restaurant.

As a child Mary was educated in Naples schools, graduating from Naples High in 1945 as valedictorian. She laughs when telling she was valedictorian it was a class of five, four girls and one boy. The other boys in her class had gone off to serve their country. As valedictorian, the school gave her a one year subscription to *Readers Digest* as a reward. She has remained a loyal subscriber until this day.

She married Austin Evans and had seven children. Once they were all in school and she had a little spare time she and Austin joined Flotilla 93 in 1964. When queried as to why they joined, she said they had eight boats and thought it might be a good idea. Austin was elected to the position of training officer while Mary busied herself with becoming a coxswain and an Auxiliary Operations Specialist (AUXOP). When she was asked what she felt was her greatest achievement as an Auxiliarist, without hesitating she replied with "AUXOP." This is a designation that every Auxiliarist aspires to. It requires rigorous training in seamanship, navigation and operations with mandatory proctored testing. Of the fifty-one members in Flotilla 93, only five members hold this distinction.

At the division level she served as secretary and as editor of the newsletter, *Now Hear This*, for several years. At the district level she was publications officer and edited District 7's newsletter, *The Breeze*, for ten years. She says editing *The Breeze* was her favorite activity. In her ten years as editor she won eight national awards for first place and one for second place in the annual Coast Guard Auxiliary Public Affairs and Publications contests.

She rose to the position of National Branch Chief of Public Affairs and became editor of the national quarterly publication *The Navigator*. While doing this she won three Coast Guard administrative awards, one of them as co-editor with her second husband, Phil Lipstate, whom she married in 1984. In the September 1995 issue of "The Public Affairs Update" an article states, "Phil and Mary Lipstate, the editors of *The Navigator*, have decided to retire. Under their stewardship, the quarterly magazine of the Auxiliary has grown to a first class publication. It took lots of hard work and dedication."

Mary Lipstate's experiences in the Auxiliary have been rich and fulfilling. Having attended many regional and national conferences, she and her late husband Phil, who passed away in 2013, made friends all over the country.

When asked how the Auxiliary has changed over the past 50 years, she says "The Auxiliary Manual has gone from 100 pages to several hundred, and now you have to download it from a computer." When she was asked if she ever experienced any male chauvinism in the Auxiliary, Mary replied in the negative and said, "More women should join."

Interviewing this lady was not only a joy and a pleasure, but a local history lesson as well. It is because of people like Mary Lipstate that the Auxiliary is the successful organization it is. Congratulations on your 50 years of dedicated service to the Coast Guard, the Auxiliary and your country.



2014 Retirees

July 1, to September 30, 2014

Department of Homeland Security United States Coast Guard

Takes pleasure in conferring

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Fleishhacker, Owen	59	28
Karpiscak, John	15-8	25
Mitchell, Charles	92	24
Hogarth, Ronald	86	24
Clarke, Richard	12-8	23
Karpiscak, Norma	15-8	23
Steele, Stephen	41	22
Cancel, Radames	18	18
Lang, Marc L.	14-4	18
Carty, Donald	12-3	17
McCarthy, Bennett	59	17
Burgess, Elwood	41	16
Jameson, Rosanne	14-1	16
Maloney, Gerald	14-4	16
Hall, Charles	92	15
Kramer, William	22	15
Schwartz, Leonard	36	15

RETIRED STATUS

*in the
United States Coast Guard Auxiliary*

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

Crossing the Bar

July 1, to September 30, 2014



Gunter Diehl
Division 3



Vernon Miller
Division 4



Marvin Painkin
Ret. Division 5



John J. Peterson
Division 9



Anthony Carrollo
Ret.
Division 10



Kenneth Dawson
Ret.
Division 10



Francis Rogowski
Division 10



Gerald Thompson
Ret.
Division 10



John Zappia
Division 3



John Bystrom
Division 5



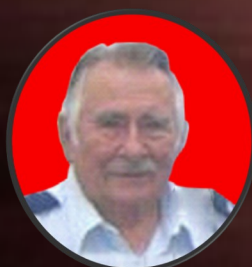
Albert Carr
Division 9



Alister Barrett
Ret.
Division 10



COMO Donald Bracket
(Ret)
Division 11



Erik Nakonechnyj
Division 11



Frank Sposato
Division 11



Stephen Turco
Division 13



Leroy Wendler
Ret.
Division 13



James R. Spain
Division 15

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



*Sunset and evening star
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the
boundless deep

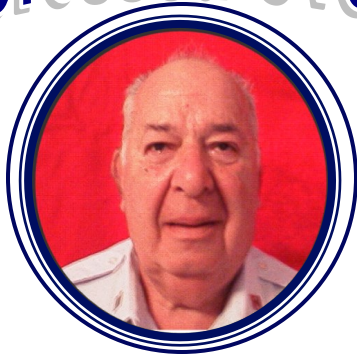
Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;

For tho' from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.*

By Alfred Lord Tennyson



"Crossed Over"



Marvin H. Painkin

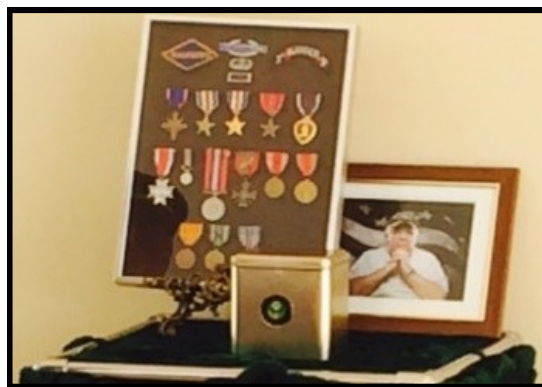
**Submitted by Greg Barth, DCDR Division 5
Photos by Bill Gentile, FSO-OP, Flotilla 52.**

Retired Member, Martin H. Painkin, of Flotilla 52 Jupiter, FL, "crossed over" on August 21, 2014. Military honors took place at the South Florida National Cemetery in Lake Worth before his interment. The ceremony was attended by a number of Army veterans as well as members of Flotilla 52



After moving to Jupiter in 1996, he joined Flotilla 52 in Jupiter. He served as Vice Commander and Flotilla Commander, was a vessel examiner, taught boating safety, was Education Officer and recruited new members. He received numerous ribbons and awards including Auxiliary Achievement Award, Auxiliary Membership Service Award four Coast Guard Unit Commendations, Coast Guard Meritorious Unit Commendation, three Auxiliary Public Education Service Awards and Auxiliary Instructor Program Ribbon. He volunteered at the Jupiter Hospital and VA Hospital in West Palm Beach until he became a resident of the Community Living Centers in the VA Hospital.

Marty was born in the Bronx, NY and joined the National Guard 105th Field Artillery in October 1940 while attending Morris High School. He never graduated with his class. Roosevelt federalized the Guard and as a senior and underage, his mother signed papers so he could join the Army. Marty trained in the US and was shipped to North Africa as a replacement and then to Italy. From Italy he went to England where he trained, in Wales, for the D-Day invasion. He landed on Omaha Beach, Dog Green, on the morning of June 6th with the 2nd Ranger Battalion Company A. He fought in the assault on the City of Brest and the capture of the Lochrist (Graf Spee) Battery.



He was awarded the Purple heart with five Clusters, Distinguished Service Cross, Silver Star with Oak Leaf Cluster, Bronze Star, The Unit Citation, Citation of the Individual, Croix de Guerre and British Military Medal of Honor. Marty was honored by being included in the 70th Anniversary D-Day Section of the Palm Beach Post in June 2014.



D-7 Golden Anniversary Club

Shipmate of 58 Years Crosses the Bar

John W. Zappia, Sr.

John William Zappia Sr., USCG Auxiliariist since 1956 and member of Flotilla 34 crossed over June 5, 2014. He was born on June 12, 1919 in Brooklyn N.Y. where he attended school and entered the Army Air Corp Academy in Alabama prior to World War II. He became a fighter pilot and was shipped to the South Pacific right after Pearl Harbor. He was a decorated pilot with two [Purple Hearts](#) and a number of awards for his flying. He had three confirmed kills and two unconfirmed kills.

As an Auxiliariist, he also received numerous awards, ribbons and citations including Auxiliary Membership Service Award, Auxiliary Operations Service Award, four Sustained Auxiliary Service Awards, two Coast Guard Meritorious Unit Commendations and four Coast Guard Commendation Awards. He was a watch stander and still found time to complete all the ICS Courses.



DTRAIN-2014



Picture Page



Trivia



Putting dry tea bags in smelly shoes will absorb the odor.



Every human is born with the ability to wiggle their ears. If you don't discover it early, the muscle atrophies.



A can of Diet Coke floats in water, but a can of regular Coke sinks.

1. While sleeping, one man in eight snores, and one in ten grinds his teeth.
2. No word in the English language rhymes with "month".
3. The word "racecar", "kayak", and "radar" are the same whether they are read left to right or right to left.
4. "a man a plan a canal panama" spelled backwards is still "a man a plan a canal panama"
5. The average person laughs about 15 times a day.
6. The female lion does more than 90% of the hunting while the male simply prefers to rest. !!
7. Of all the words in the English language, the word ' set ' has the most definitions!
8. "Go.", is the shortest complete sentence in the English language
9. Fingernails grow nearly 4 times faster than toenails!
10. A typical bed usually houses over 6 billion dust mites.
11. About 10% of the world's population is left-handed.