

D-7 Connection



Human Resources - Fall Issue 2015

Issue 31

Editor: Angela Pomaro

D-TRAIN 2015



U.S. Coast Guard Auxiliary photos by Robert A. Fa-



USCG Auxiliary

District 7



District Commodore

Robert A. Weskerna



Chief of Staff

Judith Hudson



Logistics Directorate



James E. Dennen, DDC-L
Directorate Chief

The DSO-HR Team



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Human Resources Department



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Special Projects



Paulette Parent, ADSO-HR AUXFS



Rich Steinbach, ADSO-HR
Mentoring



Gil Thomas, ADSO-HR
E-Responders

**South
Carolina**

Georgia



David Tedrow 2



Chris Poulos 10



Don Mooers 14



Vincent Maida 15

Florida



Kim Davis 11



Sharon Breece 17



Bill Griswold 4



Rich Steinbach 5



Judith Clapp 7



John De Stefano 8



Tom Hart 9



Claude Bullock 13



Wendy Baldlo12

The District 7 SO-HR Team



Hortensia Sampedro 6



Arnold Greenhouse 3



Wilson Iziarry-dehoyos 1



David Richardson 16

Puerto Rico

Virgin Islands



Thank You



A special thanks is extended to the following SO-HR Officer for her dedication and service in promoting the growth of District 7. It has been a pleasure working with you.

Good luck in your future endeavors in the USCG Auxiliary.



Rebecca Habermas, SO-HR

Welcome

New Human Resources Officer—2015



Don Mooers, SO-HR 14

As a former Division 14 SO-PS/HR, Don has returned to again take up the duties of an HR Officer for Division 14. Don goes way back in Personnel Services and Human Resources. He was the creator of the present day D7 E-responder Program. Welcome back.



"Connie's Comments"

Coast Guard Policy for Dealing with Media and Other Tips

Submitted by Constance Irvin, DSO-PA

From time to time, I am asked about issues dealing with Media. These tips are for PA people, Division Commanders and Flotilla Commanders. The ultimate responsibility for media involvement falls on the shoulders of the Division and Flotilla commanders. Obviously, PA training is essential. The best place to get the training is by attending the Aux-12 PA School or by taking online PA courses. That training is free.

TOP TEN TIPS FOR EFFECTIVE COAST GUARD AUXILIARY MEDIA INVOLVEMENT

1. If you weren't involved in an event or responsible, **DON'T TALK ABOUT IT. PERIOD.**
This pertains to SARs and other highly visible news items involving either the Coast Guard or the Auxiliary. Do not say, "No Comment." Refer media to those responsible.
2. If you want to write or talk about an event, be a **SAPP**. In other words, check your information: **Security – Accuracy- Policy- Propriety**. If you are in doubt about any part of SAPP, check with the Chain of Leadership.
3. Written material (articles, both internal and external) and media releases need to follow an **ABC** test. **Accuracy – Brevity- Clarity**. Don't be long winded...no one will read it.
4. Have several "sets of eyes" read your material, checking for errors (spelling, grammar, punctuation) and clarity. If they get confused, so will the public.
5. Be Pro-Active. Don't wait for events to come to you. Plan for events ahead of time and seek media coverage. National Safe Boating Week is an example. Think ahead.
6. You can't get external media (TV, radio and newspaper) interested in your events if their people don't know you. Seek them out. Get to know them. The press needs us and we need them.
7. If your event has good "visual" qualities and public appeal, write a media release aimed at local TV and newspapers. Remember your **ABCs**. Include the five **W's** (Who, What, When, Where and Why). Send the release and several days later, do a follow-up phone call, but Don't be a Pest.
8. If TV media requests an interview at an event, make sure the person speaking for the Auxiliary or the Coast Guard is the "right" person to do the talking. Keep the answers short and to the point. And, make sure the Uniform is proper.
9. **When Outside:** No Cover or sunglasses are worn for a TV interview. This is Coast Guard Public Affairs Policy. No sunglasses are to be worn for a still photograph. Watch for heavy facial shadows in a TV interview or still photograph. Mitigate when possible by moving the subject into a shaded area.
10. Give the media a "press package". This should include some background information, list of people involved (names and office spelled correctly), **ABCs** and should include the **5 W's**. TV media in particular loves a "press package". They are pressed for time and this package will save them some time. It might also help prevent mistakes in reporting. Next time you have an event, they will seek you out.

Semper Paratus PA Team



Paperwork!

Paperwork!



What's Up in IS World!!!

Submitted by Sue Hastings DSO-IS

At DTRAIN in Orlando, I presented some of the future plans for the Information Technology group that are part of the 2015-2020 Strategic Plans for the Auxiliary. One of the goals in the Auxiliary is to make a better member experience for the members by making it easier for a member to participate as an effective Auxiliarist. The goal is also to make it easier for the leaders to manage by providing tools and access to information so they can focus on our people and missions.

New software will be introduced starting in 2016 called mycgaux.org that will start to pull together the various systems we use such as separate websites, forms, Webforms, AuxDirectory, National Training Center,

etc. This is still in the conceptual stage on how the individual screens will look. A member will have visibility based on their leadership roles and qualifications. The plans are to have member forms on-line so you do not have to hunt to find forms and the latest versions of the forms will be available. The member will be able to submit the forms from this site. Also, information on your hours, qualifications, and status whether you are certified, met your annual currency requirements for the year or are in REYR status will be on this site. You will have one location and one login to get information needed. Not all systems will be part of the initial startup but will be added as time goes by.



Software updates to AuxInfo will be coming sometime this quarter. The plans are to continue to use this software into the future as money has been budgeted to keep AuxInfo updated. The D7 Quick Access AuxInfo reports may be down when the software is updated but I will work to get it back up as soon as possible.

Another plan is to create a bridge between AUXDATA and other systems. The feeds from the AUXDATA Order Management system have been working well and a lot of errors in hours have been eliminated with this automatic feed.

The AuxDirectory is now updated four times a day from AUXDATA, so that these systems will be more in sync with each other.

The AuxBridge Program will start with feeds from the National Training Center courses to AUXDATA which will shorten the time that a course taken on-line will show up in AUXDATA. Eventually a link from the forms submitted in the mycgaux.org will go through an IS Dashboard to edit, send back for corrections or approve and then submit to AUXDATA without manual input.

Another part of the Strategic Plan is to have better descriptions of mission codes and to eliminate and add codes as needed. This will be done by the Directorates, Chief Director's Office and NEXCOM.

This updates won't happen overnight but we can see the light at the end of the tunnel that improvements will be coming to the Information Services area which will make it easier for our members and the IS officers.



The Webmaster

Emails, Emails, Emails - Communications Services

Submitted by David Hastings,
DSO-CS

One of the responsibilities of the District Communication Services Officer is to maintain and send out mass emails to all District 7 Personnel. The emails are from various officers in the district such as the Commodore, Conference Coordinator, Newsletter Editors, etc. This is a way to get information out to the membership quickly. The following are some questions that are asked relating to these mass emails.

Why is a special mass mailing system needed to send the emails: The normal email systems have limits on the number of emails that can be sent by an individual in a day and limits the number of recipients in one email which is usually 100 people depending on the system. This is a way for them to help fight scammers and reduce junk emails.

Why are there no attachments: As with the number of recipients, there is a limit on the size of an attachment. When we have to send an email with an attachment, embedded object or pictures in the email, it also takes a long time for all the emails to be sent out. By using URL links we can send information, files, newsletters, etc. quickly to our members.

Why do I still get an email when I have "unsubscribed" at the bottom of the message: The software program we are using has this unsubscribe function built into it, however, we update the email listing once a month from the emails in AUXDATA. Once the file has been updated, the "unsubscribed" is reset. Since these messages can be for a variety of information, the District Auxiliary Leadership wants to ensure that everyone with an email address gets these messages. If you get a message on an item you do not want, you can easily delete the message.

What is the Difference Between Everbridge and D7 Mass Mailing: Everbridge is the National system used to broadcast emergency information to the members. It has capability of sending voice messages via phone and email. The D7 mass mailing system is used to send out newsletters and information related to our members. At this time D7 Auxiliary Leadership has decided to continue to use the mass mailing software for these types of messages.

If you reply to an email, DO NOT hit reply. Check the name of the person in the District who is sending the message and reply to their email. If you reply to the email address, your message will be delayed getting to the correct person.

Also, make sure you keep your email address updated in AUXDATA. You can use the 7028 Webform to update your information in AUXDATA. Your IS officers will help you if you have any problems.

Please remember do not "unsubscribe" on the emails. You can always delete the message. The next message you receive may contain information you want to see.



News From Otto's World



TO FLOAT OR SINK : IT DEPENDS

**Submitted by Otto Spielbichler,
Flotilla 54**

There was a time in early marine history when ships were loaded with a cargo in one port and sailed to near-by ports where the cargo was unloaded. Vessel owners wanted to maximize the load but usually left sufficient freeboard to keep waves from washing over the gunnel and into the hull. As knowledge about the size of the world grew and the existence of various foreign countries became known, cargos moved by ships went to distant ports. Most ship owners continued to load ships to the maximum and some of the ships were never heard from again.

Owners attempted to solve the disappearances in a variety of ways without much success but became seriously concerned when increasing numbers of sailors refused to sign on as crew especially on ships that sailed to distant ports. Eventually, mariner's discovered that part of the missing ship problem was not only the cargo and freeboard but the kind of water the ship traveled on. They learned, among other things, that the amount of freeboard on the same ship with the same cargo was different in fresh water, in salt water, in cold water or in warm water.

In reality, mariners had been dealing with loading vessels safely since "2,500 BC when vessels were required to pass loading and maintenance inspections." (<https://en.wikipedia.org/wiki/Waterline>). During the 18th Century, some ship owners adjusted loads for the type of water ships traveled on. But, many owners continued to load ships to maximize profits. As a result, the loss of ships and life not only continued but increased. At some point insurance companies, law makers and portions of the public that relied on ships for travel or shipping products by water, demanded the ships and cargos be regulated by law.

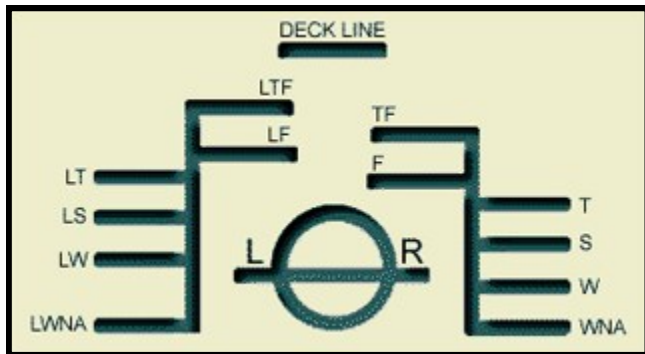
In reality, it was difficult to tell if a ship was safely loaded. It was even more difficult to keep ship owners from overloading a ship even if they knew it was unsafe. The law makers and insurance companies began searching for formulas that could be used to determine if a ship was safely loaded without boarding a ship and examining the cargo and the load. In addition, there was need for enforceable laws that included penalties for unsafe load.

In 1835 Lloyd's Register of British and Foreign Shipping, followed the recommendations of ship builders and owners and created the rule , freeboards as a function of the depth in the hold (three inches per foot of depth) be used to safely load cargos. (Wikipedia.../Waterline). The rule was in effect for over forty years but was difficult to enforce because it required on board inspections to enforce.

In the 1860's the British government and MP Samuel Plimsoll created legislation that required a load line mark on British and foreign ships visiting British ports. The placement of the line on ships and the standardization of the marks were not uniform until 1930 when the International Convention on Load Lines took place in London. The result was international agreement for universal application of load line regulations. It took years but agencies finally agreed on the size, shape and information a Plimsoll line should contain. The location of the line was to be mid ship on both sides of a vessel.

What follows is an explanation of what the symbols and letters on load lines mean. Not every letter will appear on the load line of a ship. Visit, <http://amchouston.att.net/plimsoll.htm>, for more information.

News From Otto's World



The deck line is shown here for illustration only. Usually, the distance between the deck line and the Plimsoll mark is the vessel's freeboard and is greater than shown here. The mark is required to be permanently fixed to both sides of the vessel's hull, amidships and painted in a color that contrasts with the hull color.

In the illustration above, the letter L means the cargo is lumber. If there is no letter, it refers to cargo other than lumber.

F – Fresh – The draft to which the vessel can load when not carrying lumber in the Fresh designated zone.

T – Tropical – The draft to which the vessel can load when not carrying lumber in the Tropical designated zone.

TF – Tropical, Fresh – The draft to which the vessel can load when not carrying lumber in the Tropical Fresh designated zone.

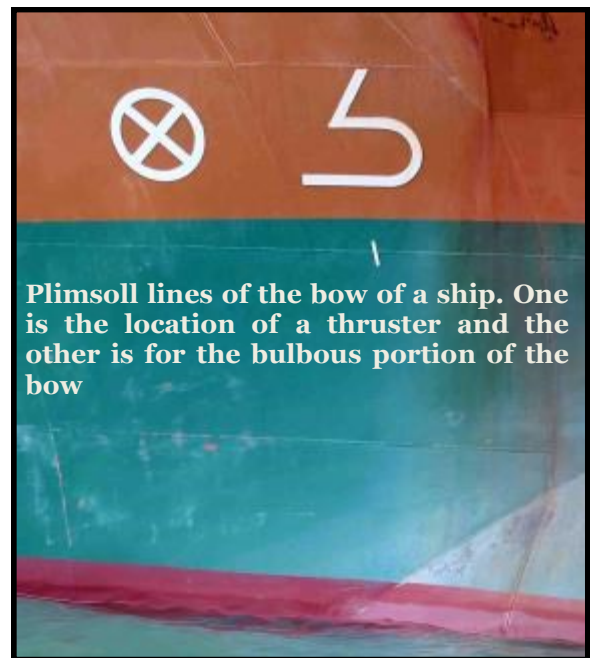
S – Summer – The draft to which the vessel can load when not carrying lumber in the Summer designated zone.

W – Winter – The draft to which the vessel can load when not carrying lumber in the Winter designated zone.

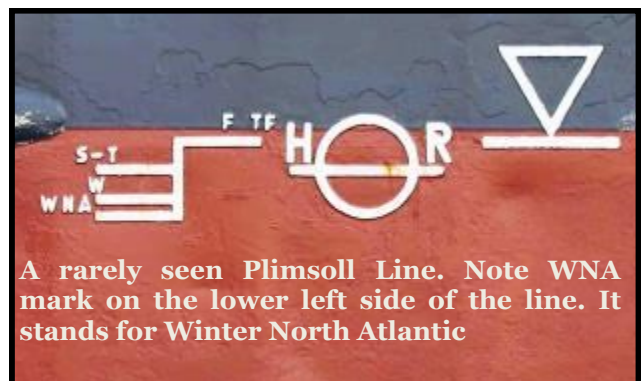
WNA – Winter, North Atlantic – The draft to which the vessel can load when not carrying lumber in the Winter North Atlantic designated zone.

LR – Lloyds Register – The initials of the Classification Society which assigns the marks. Other possible Initials are: BV – Bureau Veritas, GL – Germanischer Lloyd, AB – American Bureau of Shipping, and so on.

The Captain of the Port, located in Miami, enforces laws and can levy fines or place a hold on US and foreign ships if a load line problem is apparent. If you visit a port or look at several load lines on ships you may see that load lines are in the correct place on vessels but problems still exist with the maintenance of Plimsoll Marks.



Plimsoll lines of the bow of a ship. One is the location of a thruster and the other is for the bulbous portion of the bow



A rarely seen Plimsoll Line. Note WNA mark on the lower left side of the line. It stands for Winter North Atlantic



Not all lines get love and care. These were found on a barge. It has the WNA mark. The others are hand lettered by the owner.

Semper Paratus — Always Ready District Honors US

Taken from South Florida Postal Blog



The stamp depicts two U.S. Coast Guard (USCG) icons: the cutter *Eagle*, a three-masted sailing ship known as “America’s Tall Ship,” and an *MH-Dolphin* helicopter, the standard rescue aircraft of the USCG.

On August 27, South Florida District Manager Jeffery Taylor presented an enlargement of the USCG stamp to Captain Melissa Bert, Seventh District Chief of Staff at the USCG Air Station Miami. Captain Bert is responsible for oversight of USCG operations in the Southeastern United States and the Caribbean. Under her leadership are an active duty, reserve, civilian, and volunteer workforce of 10,000 people.

At the dedication ceremony, Captain Bert proudly spoke of her personal experience sailing on the *Eagle* and was honored that the U.S. Postal Service selected the *Eagle* to tell the history of the USCG fleet and the MH-65 Dolphin to promote all of its technology.

On behalf of the South Florida postal workforce, Taylor thanked the USCG for serving and protecting the nation. He was especially proud of recognizing Royal Palm

P&DC Supervisor, Maintenance Operations Kenny Franz, who serves as a volunteer and officer in the USCG Auxiliary in Homestead.

Commander Chad Bland, Executive Officer U.S. Coast Guard Air Station Miami, also participated in the dedication. He is second in command of the USCG's Seventh District's Air Station. He is responsible for USCG operations from Georgia throughout the Caribbean Sea and Atlantic Ocean. Commander Bland oversees all aspects of maintenance, operations, and personnel management for 292 USCG members and the 61-acre facility at Air Station Miami.

Following the stamp dedication, guests toured Air Station Miami and got a closer look at the MH-65 Dolphin helicopter and the HC-144A aircraft.



L to R: District Manager Jeffery Taylor; Manager, Marketing Juan Nadal; USCG Captain Melissa Bert; and Executive Officer USCG Air Station Miami Commander Chad Bland at the dedication ceremony in Opa-locka.



Supervisor, Customer Services Tyloria McPhee-Johnson (center) sang the National Anthem during the official program. Also pictured are Manager, Marketing Juan Nadal in the background and USCG Captain Melissa Bert to the right.

Members of USCG Auxiliary

Captain Melissa Bert. USCG

Members of USCG Auxiliary



Photos Submitted by Vickie Aponte

30 YEARS OF SERVICE

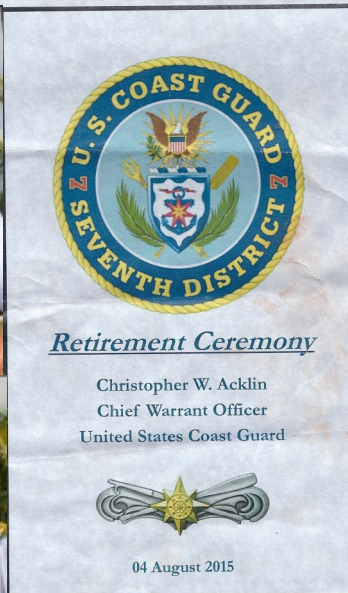


Chief Warrant Officer Christopher Acklin

Chief Warrant Officer Acklin entered the U. S. Coast Guard in January 1985. After completing basic training in Cape May, New Jersey he was assigned to USCGC CHILULA (WMEG 153) in Atlantic Beach, North Carolina. In March of 1987 CWO Acklin transferred to CG Station Annapolis, Maryland where he was promoted to Boatswain's Mate Third Class. Subsequent ashore assignments included Coast Guard Station Indian River Inlet, Delaware and Officer in Charge of Coast Guard Stations Rio Vista, California and Vallejo, California, D7 TACLET Supervisor, and Commanding Officer of Coast Guard Station Islamorada. Chief Warrant Officer Acklin also served aboard USCGC STEADFAST in St. Petersburg, Florida and USCGC POINT FRANKLIN (XPO) in Cape May, New Jersey. In July 2012 he was assigned to the D7 Auxiliary Branch as the Operations Training Officer.

CWO Acklin graduated from the Chief Warrant Officer Professional Development Course, New London, Connecticut in December 2005. In February 1999 he graduated from the US Coast Guard Chief Petty Officer Academy, Petaluma, California. CWO Acklin graduated from Command and Operations School, PCO/PXO non flight deck course, New London, Connecticut in May 1996 and the Maritime Law Enforcement School (BO course), Yorktown, Virginia in April 1990.

CWO Acklin's personal awards include a Meritorious Service Medal, three Commendation Medals, a DOT 9-11 Medal and three Commandant Letters of Commendation. In 2000 he was awarded the Navy League's Pacific Central Regions Senior Enlisted of the Year (operational) award.



**Thank you
for
your Service**



U.S. Department of Homeland Security
United States Coast Guard Auxiliary



**Submitted by Richard B. Risk,
DVC-BL-Select**

**Contact: Dick Risk, Public Affairs Specialist
(727) 289-6696, dickrisk@yahoo.com**

September 28, 2015

News Release

Stephen Ellerin Appointed U.S. Coast Guard Auxiliary National Director of Recreational Boating Safety Outreach



WASHINGTON, D.C. — Stephen Ellerin has been named national director of Recreational Boating Safety (RBS) Outreach of the U.S. Coast Guard Auxiliary by National Commodore Mark Simoni. He will serve under the immediate direction of the assistant national commodore for recreational boating, with program guidance from the U.S. Coast Guard Office of Boating Safety. As a director on the Auxiliary's National Staff, he wears the insignia of a captain in the Coast Guard, but in silver instead of gold and with the letter "A" inset.

The directorate maintains partnerships with federal, state, territorial and local community agencies as well as boating safety organizations and state boating law administrators. Ellerin will supervise three divisions—National RBS Liaison, State Liaison, and Communication Services—comprised of 19 branches, promoting recreational boating safety in coordination with the Education and Vessel Examination directorates.

Ellerin took courses from the Auxiliary many years ago and later joined to "give something back." In 2011, he was named his flotilla's Auxiliarist of the Year. In 2012, he served as the Auxiliary's national liaison to the U.S. Power Squadrons and in 2013 as chief of the Recreational Boating Safety Liaison Division. As Director of National RBS Outreach, he hopes to strengthen existing ties between the Auxiliary and its RBS partners and to forge new ones.

He is also staff officer for publications, supervising the production of the on-line quarterly *Breeze* magazine for the Auxiliary's 7th District, the largest of 16, covering the geographical area stretching from South Carolina, Georgia and Florida to Puerto Rico and the U.S. Virgin Islands. He currently holds certifications as Vessel Examiner, Marine Visitor, Public Affairs Specialist, and Instructor.

Ellerin taught in the Department of English at the University of Maryland (Europe) and the University of Connecticut (Stamford). In 1975, he founded The Great American Publishing Society, which he continues to direct—a pioneer in the electronic publishing of materials of interest to the academic community. He has also tutored extensively in, and published a book on, study and learning skills for students.

He was graduated from the University of Connecticut with a B.A. in Literature and Political Science, and has done graduate work at George Washington School of Law and the University of Maryland. Born in Chicago, he now lives in Sarasota, Florida.

Today's U.S. Coast Guard, with nearly 42,000 men and women on active duty, is a unique force that carries out an array of civil and military responsibilities touching almost every facet of the U.S. maritime environment. The Auxiliary is dedicated to support active duty Coast Guard in all its missions except military and direct law enforcement. It is the uniformed volunteer arm of the U.S. Coast Guard. Established by Congress in 1939, the 30,000 members of the Auxiliary volunteer more than two million hours annually, benefitting boaters and their families. They are a "force multiplier," performing vessel safety checks, harbor patrols, safe boating courses, search and rescue, marine environmental protection and other services to the Coast Guard.



Division 4



LET'S GO BOATING, UGANDA. HIGHLIGHTING DIVERSITY AND SAFETY ON WATER ACROSS BOADERS

Submitted by Bill Griswold, SO-HR,
District Staff Officer-SLO7

Written by; Aidah Buyondo, Assistant FSO-DV -48

While I was out doing program visits with a fellow Auxiliarist I had an opportunity to meet people interested in boating and boating safety. We had a brief chat with them about the basic goal of the Coast Guard Auxiliary that being boating safety. Amidst it all, I started to reflect on the fact that this Country has a wealth of educational resources for boaters and boating safety. But some people never take advantage of these privileges, and they take this for granted

I say this because in my Home country Uganda, it is the other way round. Boating in terms of water transport, pleasure or commercial especially fishing is deadly for a number of reasons of which 90% or more could be preventable. As a travel specialist, I explore and experience a great deal of adventure, on both land and water. Let me share with you some of my experience and general information about boating in Uganda and safety or lack thereof. I hope this will help some people appreciate the United States Coast Guard Auxiliary for its work and understand that we are so privileged to have what we provide here in the USA.

Uganda is a land locked country, strategically positioned in the heart of Africa. It is known for its rich fertile soil and a number of open water bodies. As a country it harbors over 50 lakes and rivers, which include a large portion of Lake Victoria the worlds second largest fresh water lake and the River Nile which is considered to be the longest river in the world.



Just me taking a private tour on the Nile, heading to wild waters ' lodge



Map of Uganda, Location on the map of Africa and neighboring countries

18% of Uganda is covered by water. Thus there are a number of water activities and a flourishing fishing economy. However, Uganda as a country is not well equipped with safe water transport, safety on the water is not emphasized or prioritized. It is estimated that around 5,000 people die in drowning incidences every year in Lake Victoria alone. The list of factors leading to these downing are not limited to common mistakes but everything, ranging from poorly maintained boats, lack of basic boating training, overloading, poor visibility, lack of information about the weather or weather reports and forecast, lack of swimming knowledge, lack of life jackets and above all no substantial or efficient search and rescue team to respond efficiently to emergencies on the water.

LETS GO BOATING, UGANDA.

HIGHLIGHTING DIVERSITY AND SAFETY ON WATER ACROSS BOADERS

These people are getting aboard this wooden boat to the Ferry they got mountain bikes and their helmets but no life Jacket. i.e., they probably aren't sensitized but even then its not mandatory.



Local fishermen headed for the evening hunt



Uganda police helping out after an over loaded boat capsized in Lake Albert, killing more than 250 people! The vessel that capsized was carrying a lot more passengers than its official capacity of 80!!!!



That being said, Uganda like any other country especially in Africa has a big gap between the rich and the poor. The above images therefore do not represent the whole boating community in Uganda, of course there is a ray of expensive Yachts, boats and some organized marine communities. Thrilling white water rafting on the river Nile is very popular among tourists and locals, Kayaking, wide jet rides and so on.

Private Marina at Speke resort Munyonyo



Wild jet ride on the Nile waterfalls



Private Boats on Lake Victoria



Division 4



LIGHTNING ON THE WATER

**Submitted by Bill Griswold, SO-HR,
District Staff Officer-SLO7**

Narrated by Walt Franek, FC -48

A week or two ago in mid July we were preparing for a routine training mission on the ICW, New Smyrna Area with USCG Station Ponce personnel. As we were leaving dock side from Bouchelle Island two residents approached us and reported a navigation light was out just south of the George E. Munson Bridge – North Causeway. The reported light was directly in our line of travel to the USCG Station so we were able to investigate within a matter of minutes. Upon our approach to what turned out to be the remains of lighted Navigational Aid #30, we clearly observed a blackened, burned and damaged beyond repair Aid. It didn't take much to realize that the recent thunder and lightning storms in the area were probably responsible for the damage. The ATON Section of the USCG (A-Team as I call them) was notified and within a short time the light was changed out.



**Courtesy of
Bruce Perri
USCG Aux
Flotilla 44**



* In the above photo you see the remains of Navigational Light #30 after the lightning strike. In the other photo you see Pablo J. Sieres SN-USCG (on top of #30 platform) and the rest of the ATON Crew, Station Ponce, inspecting the replacement light. No statistics are readily available on the number of such strikes other than “ It happens every now and then”.

No big deal I guess, but the crew and myself got to thinking about lightning effects while on the water. We always hear about lightning on land, rarely anything regarding on the water. With a little research we picked up some tips from the US National Weather Service and NASA that may be of interest:

- A typical lightning flash measures about 300 million volts and 30,000 amps, quite enough to kill.
- Most of the electrical discharge from the lightning spreads horizontally rather than vertically. Bad news for people who tend to float or swim on or near the surface in a storm.
- Lightning current is likely to radiate across the water surface with various distances of dissipation from 20' to uncertain distances based on various formulas. (Seems no one tested/trusted the formulas to any degree).
- Research by NASA indicates lightning is more likely to hit land than sea and it's rare for strikes to occur in deep ocean areas. Waters just off the coast are more often affected.
- Fish that move around at greater depths are safer than human swimmers.
- Boats can be fitted with lightning conductors, which directs the lightning charge into the water.
- The bottom line, once you become aware of lightning GET OFF THE WATER.

Contributing Auxiliary Authors: Bill Benson SO-AV, Division 4, Flotilla 44; Roger Strock FSO-OP, Flotilla 48; Gina Profeta FSO-PV, Flotilla 44; Walt Franek FC, Flotilla 48



Division 6



Henry Cespedes,



40 Years

Quiet Leader, Flotilla Mate Extraordinaire

Born in Manzanillo, Cuba, Henry Cespedes grew up in a family dedicated to public service. And for forty years Henry Cespedes has dedicated himself to outstanding public service as a USCG Auxiliarist with Flotilla 67.

Today, Henry leads one of the Auxiliary's most active Public Education programs nationally, helping over 1,000 students annually become safer boaters. His collaborative approach brings non-profit foundations, community centers, hospitals, educational institutions, and private businesses together to support boating safely classes in South Florida. Henry modestly attributes this success to the team members and everyone else who helps, a quality which endears him to his team and makes volunteers want to do even more for the Auxiliary and for him. As Division 6 SO-PE, he is taking the

classes to a new level. He is seen as the "Quiet Leader".

Henry is a multi-faceted Auxiliarist. Joining the Auxiliary on 24JUN75, Henry began his service serving USCG Station Short Beach as an operational member filling in a demand for facilities equipped with VHF-FM. He transferred to the Seventh District on 15 Oct 1978 and immediately started the Division 6 MISART training to support USCG for Station Miami Beach. Henry has been honored with the *William "Bill" Allgair Operational Memorial Award* for his operational rescues. His AUXFAC True Grit III is frequently seen patrolling, responding to vessels taking on water, searching for lost boaters, or carrying out Aids to Navigation patrols after storms and hurricanes. True Grit III always helps with Member Training for Crew and Coxswain.



L/R: Efrain Sora, VFC Flotilla 67, Monica Cespedes, Henry Cespedes, Lillian Cespedes, Julian Corrales, FC



Division 6



Division 6 Applicant Processing Event

**Submitted by Hortensia
Sampedro, SO-HR—Division 6**

Division 6 held an Enrollment Application Event on Tuesday evening, September 22, 2015, to which 20 applicants came out in the midst of rather inclement weather. The storm dumped several inches of rain, toppled branches and resulted in street closings, but the HR - AUX team and the applicants came through!

The SO-HR for Division 6 and the FSO-HRs from the seven Division 6 flotillas organized the event to more efficiently process the applications for these candidates who previously had attended flotilla meetings and were interested in joining the Auxiliary.

Cathy Buller, Flotilla 61 graciously hosted the event at the Coconut Grove Sailing Club, where she and Arthur Rockwell III, 69, Alfredo Nardi and Robert Hopps, 65, processed the applications. Carlos Gutierrez-Guzman, 6-11, administered the New Member Exams, and Julie Bouchard handled Quality Control on all key documents. Alvaro Ferrando prepared publicity.

Flotilla Commanders and Vice Commanders pitched in: Alfredo Ventura 63 Jerome Hyafil, 6-10, were ambassadors at large, Al Juliachs, 61, with trainee Luis Perez-Codina, processed the fingerprinting, George Zima and Carol Moppert took the mug shots!

This was a terrific team effort with many members helping out in key areas.



Division 6 Applicant Event Team and Applicants



Division 11



The President's Volunteer Service Award – A Division 11 Initiative



Submitted by Karen Miller, IPDCDR Division 11

Keying on three of Commodore Weskerna's four Strategic Issues, Division 11 members Larry O'Brien, Division Vice Commander and Karen Miller, Immediate Past Division Commander, developed a plan to address *Performance in RBS areas, Recognition and Growing our Corps*.

Understanding that members will perform better when they're recognized for their achievements, O'Brien and Miller applied for and had Division 11 accepted as a certifying organization for the Presidents Volunteer Service Award.

The award is an initiative of the Corporation for National and Community Service and is administered by Points of Light. With a shared mission of inspiring more citizens to answer the call to service, PVSA celebrates the impact that all Americans can make in bettering their communities and our world.

The President's Volunteer Service Award (PVSA) encourages citizens to look beyond themselves and to serve as volunteers in their communities. The award is recognition of the many hours Division 11 members have devoted to the United States Coast Guard and the boating public. There are essentially four levels of awards:

Hours are measured over a 12-month period and awards are designated based on cumulative hours. The awards are offered in multiple levels and are designed to recognize each milestone of a member's service achievement. Levels include bronze, silver, gold and the highest honor, the President's Lifetime Achievement Award for those who contribute more than 4,000 hours of service in their lifetime.

Hours by Award	Bronze	Silver	Gold
Adults (26 and older)	100 – 249	250 – 499	500+
President's Lifetime Achievement Award: Individuals who have completed 4,000 or more hours in their lifetime			



The President's Volunteer Service Award – A Division 11 Initiative



The initial series of awards have looked at the calendar year of 2014 and take into consideration all hours put in by Division 11 members except those submitted on 7029's. As a result, Division 11 has 75 members eligible for the range of awards.

- ♦ 32 members have earned the President's Lifetime Achievement Award (totaling over 250,000 hours)
- ♦ 01 member has earned the Gold Presidents Volunteer Service Award (totaling over 700 hours)
- ♦ 11 members have earned the Silver President's Volunteer Service Award (totaling over 3,400 hours)
- ♦ 31 members have earned the Bronze President's Volunteer Service Award (totaling over 4,600 hours)

The award is something every member of Division 11 can achieve. It consists of a certificate and letter signed by the President of the United States plus a medallion (bronze, silver or gold) on a red, white and blue ribbon. The plan for awarding the PVSA to the deserving members of Division 11 was twofold:

- ♦ The Bronze and Silver awards were presented at the August Division 11 meeting
- ♦ The Gold and Lifetime Achievement awards will be presented at the Change of Watch in December.

To make the presentation of these awards even more meaningful, O'Brien and Miller suggested the recipients invite their friends and family to the Division meeting and Change of Watch, depending on the award earned. This did create a little logistical issue since Division 11 holds its meetings at Air Station Clearwater. But, this was overcome and many members had their spouses and significant others attend.

As a result of this program, several members who have not yet earned the distinction of being a President's Volunteer Service Award recipient have redoubled their efforts to earn it this year. This accomplishes the first of the Commodore's strategic issues: *Performance in RBS areas*. The award itself fulfills the second issue: *Recognition*. Finally, the resultant publicity and inclusion of family and friends at the presentation of the award has helped the Division recruit new members – the third of the strategic issues: *Growing our Corps*.



Recipients



Division 11

A Success Story



Submitted by Karen Miller, IPDCDR Division 11
Written by Connor Oursler, Flotilla 11-1

Connor Oursler, member of Flotilla 11-1, Clearwater, Florida, joined the CG Auxiliary in his Junior year of High School with the intention of entering the Coast Guard Academy when he graduated High School. Connor came to 11-1 as an overachiever, already earning his Eagle Scout rank. Once onboard, he became crew certified and took on the Flotilla Staff Officer position of Communication Services. Connor kept the flotilla's website up to date, started a flotilla Facebook page, designed a special public education website to enable the flotilla to have class participants pre-register online. He regularly wrote a column for the flotilla newsletter and was a personable fixture at all classes, meetings and fellowship events.

On August 17th, Connor sent the following email to the flotilla:

Shipmates of Flotilla 11-1,

After seven long and arduous weeks of intense training and indoctrination, I am proud to announce that I have successfully completed Swab Summer. It proved to be especially challenging but provided numerous learning experiences and opportunities. The biggest highlight for me was spending a week aboard Eagle. Several of my classmates and I sailed from Boston to New York City while serving as crew. During this voyage I experienced the basics of cutter life and learned a lot about sea going operations. Fortunately, being an Auxiliarist gave me an advantage especially when the time came for me to put forth my skills in line handling, helmsmanship, deck watch, and navigation. As for the latter, I remembered most of the lessons from the advanced navigation course and was therefore designated as a plotter during our port call into New York City. That was a very exciting opportunity. Furthermore, for your enjoyment there is a picture of me getting dead reckonings and plotting our course.



This afternoon I received my shoulder boards, officially designating me as a Fourth Class Cadet, and will start the school year next week. I hope all is well with everyone in the Flotilla and I look forward to hearing from you. Thank you for your support and guidance. The Best Never Rest; Semper Paratus; and Go Bears!

*Very respectfully,
4/c Cadet Connor Oursler
US Coast Guard Academy*



Connor Oursler with his shipmates from the Academy.



Division 11



Submitted by Karen Miller, IPDCDR Division 11
Written by Kim Davis—SO-HR Division 11

Andrew "Drew" Mills joined the USCG Auxiliary July 2014. He had set his sights on joining the U.S. Coast Guard and wanted to get his feet wet with the Auxiliary. Drew participated in meetings and Public Affairs activities when school time permitted.

In March 2015 Drew took his second ASVAP and was accepted to the USCG. He couldn't have been more thrilled and proud. As he was leaving the testing area, he called me to tell me this was really happening. Our friendship grew each and every interaction Drew and I had, I became more and more proud of him. I knew he would make a great Coastie!

On July 13, 2015 Andrew "Drew" Mills shipped off for Cape May, New Jersey to start his career in the U.S. Coast Guard. Boot-camp proved to be difficult and tedious, just as you would expect. Drew's favorite part of Boot-camp was having his wisdom teeth removed, he treasured those two days of extra sleep.

During his weeks, a few flotilla members sent Drew morale letters. He was really low. His father called me and asked if I was still going to be able to go to his graduation. He said it would mean the world to Drew. He mentioned Drew had Liberty and I booked a flight for the next day.

On September 3rd I arrived in New Jersey for a morale visit, Drew had liberty that weekend, and some Auxiliary activities. Saturday I met up with Mr. and Mrs. Mills and Drew on the Wildwood Boardwalk. The high school

boy I enrolled in the Auxiliary was now a man right before my eyes. We talked about his experiences and where he was going. Drew was very anxious to graduate and make everyone proud. I was also able to meet his shipmates and they were a great bunch of recruits.

This trip was about Drew and I wanted him to know how proud I was of him. Through a lot of challenges, he made it. Sunday evening his unit 191 PAPA participated in the Patriotic Parade on base. Family, friends and supporters were allowed to attend. His parents were so proud. Not a dry eye in the group.

Drew's assignment is on the USCG Cutter Polar Star, Seattle Washington. It is an Ice Cutter. His job at this point is Fireman; however, he is very interested in the Food Services program. (I take complete credit for that). During High School Drew was in Culinary classes, I think he will be amazing!



Kim Davis with Drew



Division 15



Change of Command Ceremony at Station Yankeetown

**Taken from Flotilla 15-3 *Compass Rose*—July/
August 2015 Photos taken by Mary Patton**

On 24 June 2015, four members of Flotilla 15-3 attended the Change of Command ceremony at U.S. Coast Guard Station Yankeetown: Mary Patton, FC; Randy Patton, IPFC; Shon Limor, VFC; and Dolores Spain, FSO-IS.

It was a beautiful day for the changeover. Chief Warrant Officer J. P. Chandler, OIC of Station Yankeetown, handed off the command to Chief Boatswain's Mate Robert B. Whitmore, USCG. The ceremony was held outside, and guests were seated under a tent and out of the glare of the hot, summer sun. Captain Gregory Case, USCG, Commander, Sector St. Petersburg, officiated. After the ceremony, everyone was invited inside where a delicious lunch of pulled pork BBQ sandwiches, coleslaw, baked beans, and potato and macaroni salads were available—and, of course, a beautiful cake held the place of honor.



CWO John Chandler, USCG, and BMC Robert Whitmore, USCG, incoming OIC, inspecting the Station's members.



L to R: CAPT G. D. Case, USCG, Commander, Sector St. Petersburg; the Commander of the local U.S. Sea Cadets squadron, presents the Navy League's Scroll of Honor award to CWO John P. Chandler, USCG.



Pulled pork sandwiches, potato and macaroni salad, and of course, cake, were served at the reception.



Watchdog Second Class, Mayday, the Station's mascot, takes this Change of Command stuff in stride. Time for her nap.



Welcome



July 1 to September 30, 2015

Division 1

**Aponte_Matarrita, Emmanuel
Feliciano_Reyes,, Juan
Rivera_Rivera, Edwin
Rosado_Zayas, Sherly**

Division 2

**Bongiorno, Catherine
McBee, Melissa
Meggison, Earl C., Jr.
Moss, Judith**

Division 3

**Boyd, Kenneth
Battaglia, Peter A.
Becker, Dennis
Colombo, Gabriel
Davila, Rolando B.
Flowers, Richard W
Galasso, Jason
Healy, Timothy
Interian, Corbary
Johnson, Marilyn
Minnigerode, Keith N.
Minnigerode, Ryan
Muniz, Jose
Naimoli, Steven P.
Nichols, Claudia P.
Oliver, Christopher
Oliver, Peter K.
Rutledge, Lissette
Rystedt, Eric J
Sattler, Kevin R.
Sattler, Maria
Setticase, Michael V.
Skop, Carol A.
Tauber, Marcus C.
Vargas, Carlos
Voigt, Michael J.**

Division 4

**Albertson, Jeffrey S.
Dunleavy, Paul F. Sr
Gilleo, Kenneth B.
Johnson, Kjell A
Kelly, Zayuri Y.
Schock, Kerry J.**

Division 5

**Edoff, Kenneth
Forman, Shari
Forman, Sheldon
Horse, Donna T.
Klipin, Aaron
Martin, Timothy
McFarlane, Michael
Nurse, James P.
Ochoa, Elbert P.
Richardson, Kathleen
Rudolf, John K.
Sprague, Kerry L.
Tuller, Edward P. III
Vandervort, Eric D.
Wilbus, Julie A.
Wolfe, David P.**

Division 6

**Apraia, David
Brandon, Joseph
Claros, Oscar
Cordero, Pedro
Cummings, Jhonathan
De_Los_Santos, Alexis
De_Los_Santos, Maria
Frayse, Laurent
Paret, Alejandro J.
Reyes, Joel M.
Rosado, Taina A.
Schoemig, Christian
Winsauer, Margaret**

Division 7

**Armstrong, John C
Gaddy, Amy N.
Griffin, Michael G.
Jackson, Milton B., Jr.
Miller, Katherine K.
Richlin, Bradford
Wrightman, George R.**

Division 8

**Dubois, William D.
Martin, Robert E.
McIlwain, Lauren E.
Tomalia, James M.
Van_Dyke, Thomas**



Welcome



July 1 to September 30, 2015

Division 9

**Albero, Carl A.
Carmack, Charles W.
Geroli, Laurent S.
Goldsworthy, George W. III
Kaveski, Frank N.
Kiesel, Austin R.
La_Bella, Marcia A.
Noone, John J.
Porcelli, Ronald J.
Romano, Ralph N., Jr.
Rose, Vincent R.
Saltenberger, William
Santana, Pedro J., Jr.
Senda, Mark W.**

Division 10

**Bindes, Marcie K.
Boughner, Gary L.
Cantwell, Francis
Corey, Terry W.
Dennis, Melvin D.
Nascimento, William A.
Woodrum, Robert L.**

Division 11

**Becker, Paul
Coomer, Lisa
Cross, Gary S.
Davis, Gary L.
Dickinson, Gary W.
Fansler, David A.
Kaspar, Nathan Z.
Salecker, Kathleen
Schubert, Derak
Thompson, Kimberly A.
Urena, Luis V.**

Division 12

**Desplaces, David E.
Galvan, Kyla R.
McCreery, James E.
Papaharis, Basil J.
Sorce, Francesco Jr.
Sullivan, Justin
Young, Michael Y.**

Division 13

**Fickinger, Peter C.
Lewis, Vernon L., Jr.
Romeu, Henry R**

Division 14

**Bell, William Robert
Genovese, Ariana A.
McAllister, Deborah
Randolf, Flora E.
Vaughan, William**

Division 15

Hanlon, Ernest R.

Division 17

**Dougherty, Gwendolyn
Gailey, Robert G.
Isner, Dylan K.
Isner, Michael S.
Sperry, Bonnie S.
Stokes, James D.
Tilton, Matthew
Theodotou, Alexander
Urdaneta, Jonathan W.
Vega_Rios, Josue
Zima, Levi J.**

**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 Issue will graciously be accepted at:
d7happyrecruiter@gmail.com**

Thomas F. McKee	Flotilla 34	5 April 1955
Barry Porter	Flotilla 72	13 November 1959
Harry Bonilla	Flotilla 41	19 February 1963
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

Thank you



2015 Retirees

July 1, to September 30, 2015

Department of Homeland Security

United States Coast Guard

Takes pleasure in conferring to:

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Acosta-Sosa, William	12	43
Coy, Darwin	14-2	38
Hennig, Guenther	86	38
Coy, Jane	14-2	36
Molnar, Louis R.	92	32
Bunzi, Patricia	29	28
Simons, J.P.	65	28
Strom, Ronald	96	27
Sikes, John	12-8	23
Heller, Rita C.	69	21
Kermode, Delores	85	21
Magyar, Louis M.	86	20
Pape, Robert J.	41	20
Parks, Carl L.	81	20
Robertson, Janie S.	81	20
Greenfield, Edwin	51	19
Magyar, Faith	86	18
Rienks, Jack	87	18
Skorup. Terry L.	12-2	18

in the

United States Coast Guard Auxiliary

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



2015 Retirees

July 1, to September 30,

Department of Homeland Security

United States Coast Guard

Takes pleasure in conferring to:

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Crewdson, Lydia	10-1	17
Crewdson, Robert W.	10-1	17
Osorio, Epifanio	12	17
Bowers, Lawrence	96	16
Collins, Donald	15-7	16
De George, John T.	84	16
Liddell, Darlene	96	16
Magyar, Louis M. III	86	16
Pimental, Simon A.	11-7	16
Quintana, Henry	65	16
Seaman, Andrew	41	16
Chapman, Robert	86	15
Lawson, James	96	15
Nazario, Pedro	12	15
Samuel, Alan	59	15
Schribner, C. Dailey	29	15
Susko, Robert	41	15
Wheeler, Patrick G.	86	15

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, 2015



Donald Gabriel
Division 4



Barry Feigenbaum
Division 6



Robert Sundmaker
Division 8



Richard Laughlin
Division 9



Sally T. Bogan
Division 15



David Runfeldt
Division 9



Douglas Henson
Division 14



Donald Kansorka
Division 11



Robert C. Johnson
Division 14



Herbert Ponsch
Division 11



Jerry D. Neal
Division 14



Barbara Thien
Division 11



Rosemary Boeninghausen
Division 15



Alfred N. Andersen
Division 5



Leland Deck
(RET)
Division 8



Bernice Bisulk
Division 8



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
Turns again home.
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

D-TRAIN-2015



Picture Page



Trivia

Here's a Daylight Savings fact that most of us never think about. Twins born during the switch could find that the second born twin is actually listed as being born first. For example, one twin is born at 1:50am and the next twin is born at 2:01am. Because the clocks fall back at 2:00am the second twin will be listed as being born at 1:01am. The older brother or sister all of a sudden becomes the younger of the pair.

The world's record for biggest pumpkin is currently held by a gigantic gourd weighing a whopping 1,385 pounds!

In 1954, the Raytheon RadaRange was five feet high, weighed 750 pounds, and was rated at 1600 Watts. Amana introduced the first counter top microwave for home use in 1967.

The pumpkin was first named by the Greeks. They called this edible orange item "pepon," which means "large melon."

Autumn babies, or those born between September and November, are more likely to live to 100 than those who were born in other times of the year.

During the spring and summer, most people eat more carbs. However, they develop a tendency for fattier foods in the autumn, which leads to seasonal weight gain.

Bubble wrap was originally intended to be used as 3D wallpaper.

Leonardo da Vinci could write with one hand and draw with the other at the same time.

When adjusted for inflation, John D. Rockefeller is the richest man in history of the world with a net worth 10 times more than Bill Gates.

Two-thirds of the people on earth have never seen snow.

In Alfred Hitchcock's 1960 thriller Psycho, the sound effects for the famous shower scene were actually created by repeated stabbing a casaba melon.

There are more vacant houses than homeless people in the United States

If you try to suppress a sneeze, you can rupture a blood vessel in your head or neck and die

