

D-7 Connection



Human Resources - Fall Issue—2017

Issue 39

Editor: Angela Pomaro



Happy Autumn





USCG Auxiliary

District 7



District Commodore

Judith Hudson



Chief of Staff

Gary P. Barth



From the Commodore *District 7*



Here We Go!



Here we go forward and upward in the Auxiliary - how do we do that? We lead. Each one of us leads – each in our own way. We all have skills, talents, and much to contribute. Our teammates, the Coast Guard, and the boating public need us to be active, continue our learning, and jump over any obstacles.

Some members have lost focus, complain a lot, put themselves first, don't give their best, forget what we stand for, why we joined the Auxiliary. What do we stand for? We are here to contribute, enjoy each other, love what we do. Let's get our positive attitude back and take action.

Have you heard the phrase "**Smile & Move?**" It is very simple. No matter how we are feeling and what we are dealing with personally, if we put a **smile** on our face, find a reason to compliment someone else, think positively, and **move** to attend a meeting, go to the Vessel Examination (VE) blitz, and/or complete a mission, we feel better. It makes us want to do more "**Smile and Move**".

The Auxiliary is not a perfect organization. What organization, company, group is? We cannot be perfect when none of us individually is perfect. That doesn't mean we can't accomplish a lot and have fun. Get set, ready, **smile and move**, and keep on **smiling and moving!** You will be glad you did.



Judith Hudson



Logistics Directorate



Daniel A. Hess, DDC-L
Directorate Chief

The DSO-HR Team



Angela Pomaro DSO-HR
Human Resources Department



Mark Crary, ADSO-HR
Special Projects



Gil Thomas, ADSO-HR
E-Responders

**South
Carolina**

Georgia

**The
District 7
SO-HR Team**



Jim Nelson 12



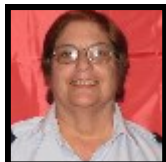
Chris Poulos 10



Bryan Fobbus 2



Rick Saunders 14



Diane Berman 15

Florida



Kristi Mackey 11



Sharon Breece 17



Bill Griswold 4



Judith Clapp 7



Carl Holeva 5



John De Stefano 8



Bob Sherman 3



Doug Donovan 9



Margaret Winsauer 6



Rosemarie Moscia
DCDR 16



Connie Smith 13



Vanessa Valle 1

Puerto Rico

Virgin Islands



ANSC 7035 Alert



2018 Dues & Disenrollment Information

**Submitted by Angela Pomaro,
DSO-HR**

There has been a very large number of Change of Membership requests submitted to the D7 Help Desk incorrectly and were returned. We are coming upon that time of the year when there will not be enough time to return and re-submit these requests. The following are excerpts from an email sent out by Division 11 Commander Jesse Scott to all his officers:

The processing of disenrollments can be daunting if you are unprepared, the answer can be found on the District 7 Website in the HR Corner. There you will find the Procedures for the ANSC 7035 & 7056 dated Sept. 2016..

Key dates to remember:

- ◆ **September 30** – the last day of the fiscal year and the final date for the receipt of dues by the flotilla for 2018
- ◆ **October 1** – the day you should be sending out certified letters to the members who have not paid their dues as of September 30, 2017
- ◆ **November 1** – the day that you should be processing the paperwork for the disenrollment of members who have not responded to the October 1 certified mailing
- ◆ **December 15** – the last day for DCDR to send paperwork to DSO-HR. After that, the member will remain on the rolls and the flotilla will be responsible for their 2018 dues

In District 7 all disenrollments must be signed by the Division Commander as well as the Flotilla Commander. So, make sure you send me your disenrollments.

All disenrollments must be accompanied by the member's ID card (if they have been issued one). If you cannot get the card, you must include an explanation on the ANSC 7035 when you send it to me. The DSO-HR and DIRAUX will not accept disenrollments without either the scanned ID card indicating it was destroyed or an explanation of the status of the card.

The October 1 reminder letters and forms must go out certified (see example of certified mail confirmation in the procedure). Remember to use Government stamps and check to confirm the address listed in the Aux Directory. Request stamps from your FSO-MA if you need them.

Each certified mailing needs to include the following:

1. A letter to the member reminding him/her about the dues and giving the option of paying their dues, disenrolling or retiring (if eligible).
2. The ANSC 7035 form with Section 1 completed – see procedure for more detailed information (pages 6-10)
3. A self-addressed, stamped envelope to either the FC or FSO- FN. Again, use government stamps. Use the FC's or FSO-FN's address as both the return address as well as the addressee for this pre-addressed envelope.

Be sure to check the Aux Directory for their Base Enrollment Date (BED). If they meet or exceed 15-yrs, they should be processed as retirements.

Apply late fee penalty if appropriate in accordance with your standing rules or appendices.

A future effective date will not be processed. Do not submit an effective date of 12-31-2017 for disenrollment; it can not be processed on that date.

The certified receipt should be saved and submitted if no response is received.

A D7 Help Desk Ticket returned marked **RESOLVED** does not mean processed. All tickets should be opened and checked that the request has been processed.

Please don't hesitate to ask if you have questions.



DSO-PA "Words"

A Word About Uniforms

Submitted by Mary Patton, DSO-PA

Let's talk about uniforms. We all wear the uniforms of the U.S. Coast Guard and the manner in which we wear those uniforms counts!

When people see us in our uniforms, they think we *ARE* the Coast Guard. To the general public, there is no differentiation. If we are sloppy in the way we wear the uniform, such as needing a shave or a haircut, tropical blue shirts not tucked in properly, wearing mismatched uniform items, showing incorrectly placed insignia and wearing "no-longer-authorized" items, then we are disrespecting the military service we represent. Think back to a time when you may have noticed an Auxiliarist wearing civilian dark blue shorts with an ODU top because it was hot outside and they didn't have regulation ODU shorts—maybe at a PA event! Or perhaps you can think of another instance when a fellow Auxiliary member wore a ball cap with their flotilla name and location on it with their Operational Dress Uniform (ODUs), or when you saw someone wearing a combination cap with the incorrect hat band mount. These instances have all occurred at one time or another and have been observed by the public. When we wear the U.S. Coast Guard uniform as an Auxiliarist, we are a walking, talking Public Affairs event!

Not everyone is familiar with the correct way to "roll up" the sleeve on our ODUs to get the flat-looking cuff. Here is the correct procedure to have a smart-looking cuffed sleeve:

1. Fully extend, flatten and smooth the sleeve on a level surface
2. Starting at the cuff, turn the sleeve inside out all the way up to the armpit, smoothing the sleeve to remove any folds or creases
3. Turn the sleeve up in half again to form two equal segments the width of the "cuff."
4. Now, turn the cuff down over the fold. If you pinch the outer edge of the sleeve to begin the fold, it will help to keep the fabric from slipping
5. When completed, be careful to smooth the sleeve to remove folds or creases. Only the cuff itself should be visible

If you have the *older-style ODU blouse* that does not have the Coast Guard insignia embroidered in black on the right upper pocket area, then it must be worn tucked in to the ODU trousers (also, without the black Coast Guard, embroidered insignia.) However, if you purchased the new-style ODU blouse **WITH** the black, embroidered Coast Guard insignia, then it is worn *untucked* and **MUST BE WORN** with the corresponding ODU trousers that have the black, embroidered Coast Guard insignia on the right leg pocket. You may not "mix 'n match" these uniforms parts.

A word about combination caps. For Auxiliarists, the combination cap has a rounded-top mount for the Auxiliary insignia (see photos).



If your combination cap has a mount for the insignia that is *dipped down in the center*, then you have the hat band for a *Coast Guard officer*, NOT an Auxiliary hat band. You should purchase the correct, Auxiliary hat band from AUXCEN.



Regarding ball caps, there is only one authorized ball cap for the Auxiliary and that is the one that is embroidered "U. S. Coast Guard Auxiliary" in silver letters, and it is made from the same material as that used in the ODUs (see photo). Flotilla-location ball caps are *no longer authorized* and should not be worn and members should not be photographed wearing them.



Make sure your tropical blue uniform is ironed and not rumpled-looking, that the various insignia and ribbons are correctly placed and make sure the blue shirt is tucked in and there is a nice crease on the trousers. We all are proud of the fact that we are members of the U.S. Coast Guard Auxiliary and we should be equally proud to wear the uniform correctly and smartly!

Paperwork!

Paperwork!



ANSC FORMS

Submitted by Sue Hastings, DSO-IS

Some members say that their hours are not important, they hate paperwork, do not submit time unless pushed into doing so or to keep their certifications. You may think that your hours don't count but when we add together all the hours from all the members, it does add up to a substantial amount of time. For example District 7 had a total of 844,679 hours including 99 hours for 2016!

We need to keep track of our time for several reasons. Your hours, exams, visits, etc. help the Coast Guard and Auxiliary leadership know where our time is being spent and on what programs. It helps them in planning and training members. It also is used by the Coast Guard to ask for funding from the Congress to continue the Auxiliary programs.

We request that you turn your missions in to your FSO-IS in a timely manner. Our guideline is to have your ANSC 7030/7039s submitted in within 30 days of the mission and your ANSC 7029/7038/7049s submitted on a monthly basis at the end of the month. Please don't wait until the end of the year to submit them as it causes a backlog for the IS inputters and skews the numbers for your flotilla.

Because of the Hurricanes (both Irma and Maria) a problem has been highlighted that the data in AUXDATA has not been updated for Contact Information (ANSC 7028 Change of Member Information). This causes problems because EverBridge, the system used to check up on safety of members, pulls the data from AUXDATA. Members need to submit their data via the ANSC 7028 form which you can get from Forms on the National Website or updated using AuxDirectory.

Another problem area is with our Emergency Contact information. This needs to be periodically updated. There is no specific form and I am going to ask the IS Officers to print out the Emergency Contact lists from AUXDATA and get updates from the members. As members of the Coast Guard family you and your family's safety is a concern for both the Coast Guard and Auxiliary leaders.

As important as getting the forms into AUXDATA in a timely manner, so is completing the forms correctly. We see several errors that have caused problems this year. Here are a few of the most common ones:

ANSC 7028 Webform - Change of Member Information

- ◆ Cannot put in a duplicate email address. (CG only allows email for one person in system. Spouses need to have separate accounts.)
- ◆ Skills and Occupation are not updated.

ANSC 7029 Webform - Member Activity Log

- ◆ Hours that should be on a ANSC 7030 form are put on a ANSC 7029 or put in twice once on ANSC 7030 and once on ANSC 7029.
- ◆ Dollar amount includes gas costs which should not be included as it is covered by mileage number

ANSC 7030 Form – (M) Member Activity

Improper code used. If you are not sure what code should be used check with your FSO-IS or staff officer for the type of mission being done.

- ◆ Public Education Missions
 - ◇ More than ONE Trainee listed for Certification or REYR; Only one Trainee who is actually teaching the class is entered. Other time goes in as Non-Lead if an Aide
 - ◇ Course is lumped into one mission – need to be broken out by LEAD Instructors
 - ◇ Too many Aides (Non-Lead) are entered for class – the number of Aides should actually be aiding the LEAD Instructor for that class, not just sitting in the back of the room. Others can use 99B for their time

ANSC FORMS



ANSC 7030 Form – Member Activity (Cont'd)

- ◆ Public Education Missions (Contd.)
 - ◇ No EOC (End of Course) is entered – cannot certify Trainee without an EOC for the course with the number of students
- ◆ Public Affairs Mission – number of attendees is not listed for boat shows; wrong code used for Community events – 10J COMREL is correct code.
- ◆ Coast Guard missions such as 07/20/26/08 do not have OPCON for Station or Sector.
- ◆ ATON (Codes 30/31/32) – should only have one members (plus a Trainee if applicable). Do not put Non-Leads or whole crew on one form. If more than one AV was involved, the number of Discrepancies/Verifications needs to be split. If doing this after an ATON patrol, the actual time to complete the paperwork can now be entered.

ANSC 7038 Form – Vessel Exam

- ◆ Travel time put in – only time it takes to do the exam should be entered; Travel/Prep should be put in on ANSC 7029 99B code.
- ◆ More than ONE Trainee for Certification or REYR – only One LEAD and One Trainee on this form – trainee can only be listed if doing the actual exam. Other time would be on 99D if training. There are no Non-Leads on this mission.

ANSC 7039 Form – Workshop Attendance

- ◆ Training such as Crew/Coxswain is listed as a Workshop – Only Nationally Approved Workshops are allowed such as One-Hour Team Coordination Training (TCT), Vessel Examiner (VE) Workshop, Operations (OPS), which are taught using the National guidelines for that workshop. If training is not a workshop, LEAD puts in time on a ANSC 7030 Code 06A/B/C and Trainees put in their time on their ANSC 7029 form as 99D.
- ◆ Non-Lead position put in for Attendees – should have LEAD, 1-2 Non-Lead Aides, all others listed as Trainees.
- ◆ Four (4) Hr TCT Workshop needs to be submitted via D7 Help Ticket by AuxTCT Facilitator. Instructor will submit 7030 for teaching time on 06A and students will use ANSC 7029 99D for training time.

ANSC 7046 – RBS Program Visits Form

- ◆ Travel time put in – only time it takes to do the visit should be entered; Travel/Prep should be put in on ANSC 7029 99B code.
- ◆ If multiple visits in one day, hours should be lumped together and put in on last visit

Members are periodically having problems submitting the forms electronically. This is especially true for the VE and Program Visitor (PV) forms. If you have problems, you can scan the hardcopy of form to send electronically or send IS officer the mission details. The important thing is to get your missions into AUXDATA to get the credit for the mission.

What can you do to help eliminate problems with paperwork?

- ◆ Submit the proper form for the activity done
- ◆ Submit it in a timely manner for 7030's and 7039's or monthly for 7029's, 7038's, or 7046's
- ◆ Send electronically (we will still accept hard copies of forms for those of you who are not up to speed)
- ◆ Make sure your IS inputter sends back an acknowledgement of form received or that form is entered into AUXDATA
- ◆ Check the D7 Quick Access AuxInfo reports to make sure that your time was entered into AUXDATA and is

News From Otto's World



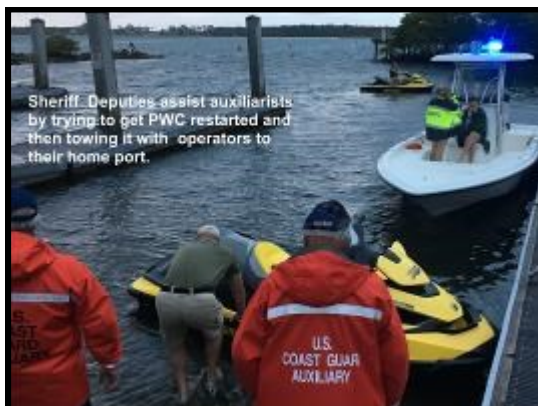
TO TRAIN OR.....

Submitted by Otto Spielbichler,
Flotilla 54

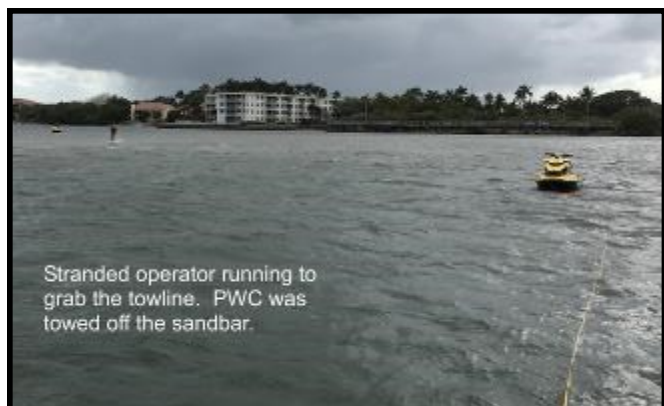
Some time it seems like it will never end. There is boat crew and coxswain training, Team Coordination Training (TCT), Knot Tying, Situational Awareness, First Aid training and more. But then something happens on a regular patrol and without realizing it at the time, all the training, for all those years, pays off. An example follows.

Recently, we were concluding a crew training patrol when crew members saw someone in the water, near shore, waving their arms. The sun was setting and dark rain clouds further reduced available light. Part of my training included understanding how some rods in human eyes see clear in the dark reduced light from the sky even more. When I learned about how and where to look into dark low contrast situations, I wondered if it would ever be useful. It turned out that when we adjusted our vision, we saw three young women waving. Both their personal water crafts (PWC) had grounded on a sandbar. OK, we may have adjusted our vision unconsciously but there had been some training. We could not get close enough to pass a tow line. Suggestions came from crew members. Ultimately, we attached our tow line to a ring buoy and floated it to where one of the women could reach it and attach it to a PWC (TCT). Well, we had TCT that included situational awareness and maybe a Qualification Examiner (QE) had made some suggestions during the last testing program. We got one of the PWCs off the sandbar but it stalled again. We decided we need help and called the Palm Beach County Sheriff's office to see if their shallow water craft was available. It was and they estimated a thirty-minute arrival time. (I can't recall what training taught us to think about cooperating with other agencies but, there was again -- training paying off).

In the meantime, the sun had set and it started to rain. The crew felt the chill and realized early stages of hypothermia could create problems if we did not get the three young women out of the water and into a warmer environment. Do I need to mention First Aid training? We got them out of the water and onto the boat and then into our heated boat club. Deputy Nathan Smith and Corporal Joe Pollock arrived with their shallow water craft and retrieved the PWCs. They towed them to the boat club dock and restarted one of the them. They assessed the situation (weather, time of day and the condition of tired women wearing bathing suits and decided they needed to tow the PWCs and take the owners to where they were staying to prevent further problems. The men clearly had excellent training and moral character -- and for the last time, their training and our training prevented a potentially dangerous situation from



Sheriff Deputies assist auxilarists by trying to get PWC restarted and then towing it with operators to their home port.



Stranded operator running to grab the towline. PWC was towed off the sandbar.



Division 11



**Submitted by Karen Miller, Division 11
Immediate Past Division Commander**

RADM William S. Schwob USCG Ret

Rear Admiral William Schwob, 11-1 Clearwater's longest serving member Passed away on Wednesday, 20 September 2017 after a long illness.

Bill was retired from the active duty Coast Guard as a Rear Admiral, capping his career in the position of Commandant of Cadets at the Coast Guard Academy. Almost immediately upon retirement – 1980 - he joined the Clearwater Flotilla and was active ever since, first as the Career Candidate (CC)/Academy Introduction Mission (AIM) Officer. In those roles he was responsible for numerous young men and women joining the Coast Guard as cadets in the Academy. Many of those inductees moved forward and made Captain and Admiral themselves.

Anyone who was lucky enough to have taken Flotilla's 11-1's Public Education course when Admiral Schwob taught the Aids to Navigation and Rules of the Road session knows what a great instructor he was. How he told numerous stories about his time aboard Coast Guard cutters, used short sea stories and told funny and relevant jokes. He always enlisted a class member to follow his instructions to avoid collisions. When our students finished that lesson, they knew the Navigation Rules really well.

William Schwob Interview – 2014 by Eileen Ubillos

The first thing you notice about Bill Schwob is how tall and handsome he still is. Then the personality emerges - kind, courtly, intelligent; an educated student of history. It is easy to see how William S. Schwob, now 87, rose in the ranks to become a rear admiral in the U.S. Coast Guard.

Sitting down for a chat in his comfortable Clearwater home, which he shared after retirement with his late wife, Mary, the admiral is full of wonderful stories of a Coast Guard career that began after graduation from the Coast Guard Academy in New London, Conn in June 1949, when he was commissioned an ensign, armed with a Bachelor of Science (BS) in engineering.

"I took a liking to the water, but only after I got over my fear of it," said Schwob, who remembered his first foray into the drink was when his father and brother "dunked" him in deep water which made the then young boy afraid.

"When my aunt Katherine found out about it, boy, she gave it to my father and brother and told them she'd teach me to swim provided they never did that again," he said laughingly, remembering how his formidable schoolteacher aunt was called "Miss" Aunt Katherine. You just didn't mess with her.

Many water wing sessions later, Schwob, a native of Buffalo, NY, went on to become a lifeguard, camp counselor, Eagle Scout, and a member of the Lafayette High School Rowing Club, ending up in the national championships. In high school he was president of his junior and senior class and won four varsity letters – track, cross country, basketball and rowing.

"I wasn't a super athlete or anything," said Schwob modestly, "I just liked school and competing."

Beginnings

The younger of two sons in a working class Catholic family - his brother died last year – their mother was a secretary, later a licensed practical nurse (LPN), and their father drove a bakery truck in the area of Lake Erie.



Division 11



**RADM William S. Schwob
USCG Ret**

He grew up in the 1940s era of patriotism and of people who admired their leaders. President Franklin D. Roosevelt was revered and highly respected by both Schwob and his parents. The admiral has his political favorites of the day and some not so much, but he greatly respects the office of the President of the United States., although he doesn't agree with a few of them.

It isn't their personality or even their slipped morality that disturbs the silver-haired admiral. "What shortchanges the American people is their ineptness, inexperience and lack of competence," he said. He has met and shaken hands with two presidents (Gerald Ford and Jimmy Carter). Of Ford, the 6'4" Schwob said he impressed him as a "big muscular man," but Carter was not that imposing "as he was quite small in stature."

On Leadership

The admiral is a lover of history and devours books on the American Civil War – Generals Lee, Grant and Sherman gain most of his admiration, but the one person in history he has the most profound respect and adulation for is General George Washington, our nation's first president.

"He was a hands-on leader," said the admiral. This is what Schwob did, working his way up from Ensign to Lieutenant, Commander, Captain, and finally Rear Admiral, by nomination of President Ford, with approval of the US Senate.

"No job was too menial or too messy or without its frightening moments," he said, adding "I wouldn't ask any of my men or crew to do anything I hadn't done, and that included every job on the ship, from polishing brass to peeling potatoes."

Well-documented by the U.S. Coast Guard are his share of adventures and assignments which are numerous and include:

- ◆ Deck watch officer on the cutters Tamaroa (later of the movie "Perfect Storm" fame) and Rockaway.
- ◆ Executive Officer of the Agassiz,
- ◆ Commander of the cutter Cape Upright
- ◆ Executive Officer of the buoy tender Tupelo
- ◆ Commander of the polar icebreaker Southwind on the Operation Deep Freeze mission.

A graduate of the National War College, he holds a master's degree from George Washington University (his favorite general); served as Commandant of Cadets at the Coast Guard Academy and in January 1975 the then Capt. Schwob was appointed a rear admiral.

Mary

He admits his career wouldn't have been nearly as good if he wasn't able to share it with his adored wife, the former Mary Eleanor Reese, whom he wed in 1951. The couple had four daughters in four years – okay two were a set of twins – but it had to be bedlam at times. "She was wonderful at it and she liked being a Coast Guard wife," he said. Later, the couple went on to have four grandchildren. Mary died in 2010 after 58 years of marriage.

Remembering his wife, Schwob points to a wall of pictures in his home - of Mary as a child, young girl and mother, Coast Guard wife, and finally into her golden years.



Division 11



**RADM William S. Schwob
USCG Ret**

His first meeting with her was at a dance he attended as a young ensign, although he was seeing “another gal” in Boston at the time. “Well, I went to the table and up stood this beautiful brown-eyed blonde – she was 5’ 9”, and one look, I was gone” grinned the admiral relishing the memory.

As a good Coast Guard wife, Mary would pack up and be ready to go – and they lived a lot of places in the states: North Carolina, Norfolk, VA; Monterey, California; Toledo, Ohio; Washington, DC; Baltimore, MD, and Boston, Mass., to name a few.

An Icy World

The most challenging missions were those that took him away from Mary and his family for long periods, most notably to the Arctic and the Antarctic, where he was awarded the Antarctic Service Medal in 1972 for Operation Deep Freeze. For his efforts on that mission, a mountain peak in the Marie Byrd Land area was named “Schwob Peak”. This mission took him away from home for one solid year.



When Schwob was commanding the polar icebreaker USCG Southwind from the Arctic to the Antarctic, a harrowing wait for six days in heavy rain and fog stalled them before they could go through the Straits of Magellan. He had the boat’s pilot on board who he had to drop off in Chile, and the weather was horrendous. “I had to go on deck with my heart in my throat,” said the admiral who had had to act as if this were not the dangerous mission it was. He said. “This what leaders have to do – be brave in the face of adversity and not show fear.”

The ice breaking cutters he commanded in the Arctic were another story. They had to break through icebergs at the tippy top of the planet, known as the “end of the world.” There are three types of icebergs: All are dangerous and can be deadly. A mere one-sixth of ice shows above the water. One is called simply an iceberg and the others are the Bergy Bit which is the size of a cottage underneath and the Growler, which is the size of a piano above water and a whole lot bigger below.

Today

Locally, he is the most prestigious member of the U.S. Coast Guard Auxiliary’s Flotilla 11-1 out of Clearwater, where he has been a member since 1980. Schwob teaches various chapters of About Boating Safely Course given throughout the year to new boaters as they learn the rules of the road.

“It’s been a wonderful career.” Said the admiral looking around a room in his home set up with all the memories his many years can offer.

“In addition to being blessed with a good memory, it’s like I have a video camera in my head and I can look back and remember,” said Schwob. From the tales he tells, there is a lot to remember.



Bill at home with his many memories



Bill with Bill Morris and Captain Dickinson



Division 11



“Island Clean-up and Family Picnic”

**Pictures and Written By Kristi Mackey,
FVC 11-10, SO-HR**

On Saturday August 5th Flotilla 11-10 held an Island Clean-up event on one of the spoil islands just West of the Dunedin Marina. Kristi was thrilled to have five boats participate with a total of 14 people including little Wesson Swisher age 3. Harvey Prior with the larger boat anchored first followed by Kristi Mackey and Melissa Hughes/ Sharon Herman rafting up to him. Steve Rae anchored a little farther away. Walt Murray used his boat to shuttle everyone and our picnic supplies to shore. After everyone picked up the trash on the island and bagged it, the group settled in for a nice picnic. Then Kristi surprised Walter and Melissa with a birthday cake to share. A good time was had by everyone.



**Harvey Prior, Kristi Mackey,
Steve Rae, Gordon Thomas**



**Melissa Hughes and
Walter Murray**



**Jennifer Mackey-Swisher
and son Wesson**

“Back to School Safety Event at Publix”

On Saturday August 5th from 10am – 2pm Flotilla 11-10 participated in a Public Affairs event promoting Back To School and Safety, which was hosted by the Palm Harbor Publix. Gerry Walters, Flotilla Staff Officer for Public Affairs (FSO-PA) helped coordinate the event with Kristi Mackey, Vice Flotilla Commander (VFC). Cono (Buddy) Casale, Chuck Whitener, Steve Ashley and Sam Walker, Flotilla Commander (FC) also participated. We were able to set up our table inside the store near the door, which provided a lot of foot traffic. The members handed out literature and spoke about boating safety. It was a huge success.



**Members: Cono Casale, Gerry Walters, Chuck Whitener,
Steve Ashley and Sam Walker**



Division 11



“USCG Eagle Presentation”

Pictures and Written By Kristi Mackey,
VFC 11-10, SO-HR

On August 10th, Kristi Mackey VFC invited Steve Henkind who is in the process of transferring to her Flotilla 11-10 to do a presentation about his job while on the USCG Eagle as crew member for 11 years. Steve’s official title on the EAGLE was (QMOW) Quartermaster of the Watch. The flotilla was amazed by the presentation Steve gave on how the crew was trained and why a large sailboat like the Eagle was used. He also stressed the importance of teamwork and Team Coordination Training (TCT).



**Kristi Mackey and
Steven Henkind**



**Steve doing the plotting
onboard**



Steve climbing



USCG EAGLE Underway



Division 15 Awards



Taken from Flotilla 15-1
"The Fore and Aft" August 2017 Edition.
Photos by Robert A. Fabich Sr.

Commodore Judith Hudson, District 7, presented awards to Flotilla 15-1 members during the Division 15 Board Meeting held in Homosassa July 8, 2017. (Left) Diane Berman, Auxiliary Achievement Medal for past Division Commander duties. (Center) Linda Jones, Certificate of Appreciation for her organization of the Douglas Munro Memorial Day Event and the acceptance of a Grass root Outreach Program Grant for life jackets. (Right) Richard Culp, Certificate of Appreciation for his organization of the Radio Communication Exercise. Auxiliary photos by Robert A. Fabich, Sr.



Rebecca Johnson

Sustained Service Award—20 Years - Silver Star

Over the years Becky has been an active member in Flotilla 15-1.

Even though she continues to work, she still managed to help out with Safe Boating information tables at West Marine, the Manatee Festival, the Strawberry Festival, and numerous boat shows.





Welcome



July 1, 2017 to September 30, 2017

Division 1

Cardona_Soto, Eliud
Chaves_Rios, Rafael
Darden_Arce, Tanisha
De_Jesus, Ivette M.
Garcia_Soto, Jose E.
Gomez_Charriez, Benito
Gonzalez_Acosta, Frank C.
Gonzalez_Rivera, Juan
Lopez_de_Victoria_Ramirez, Lot A.
Lopez_Flores, Luz N.
Milan_Cruz, Cristina L.
Ramos_Danas, Brandon D.
Rosario_Quinones, Stephanie
Velazquez_Zayas, Israel Jr.

Division 2

Ernest, Susan J.
Hogan, David C.
Jackson, Ellen D.
Jackson, Kenneth T., Jr.
Lindquist, Leif T.
Waldrop, Hershel D.
Wilson, Daniel C.

Division 3

Jones, Kenneth C.

Division 4

Albert, Earl R. III
Gonzalez, Manuel V.
Musco, Robert P.
Taylor, John K.

Division 5

Cellucci, Deborah C.
Conway, Michael J.
Cucci, Louis A.
Hosack, Travis
Krazer, Michael R.
Macilwraith, Ian
Mazza, Salvator L, Sr.
Pabody, James N.

Division 6

Cabrera, Alberto A.
Edwards, Richard M.
Fleitas, Hiram
Salas, Denise A.
Steele, Avraham Y.

Division 7

Amato, Lenoa H.
Berardicurti, Corey J.
Chancellor, Matthew R.
Foley, Moira S.
Gearhart, Michael A.
Jurgens, James R.
Keene, James S.
Langley, Raymond
Langley, Teresa
Lockett, Michelle M.
Nomberg, Marc C.
Norred, Diana J.
Santos, Abilio J.
Thornton, Gabrielle R.

Division 8

Angelastro, Ernest H.
Bryant, William B.
Dominguez, Jose L.
England, Marsha S.
Harrell, Ronald R.
Heins, Rene
Kegel, Gary P.
Kegel, Ute Margot
Trecartin, Scott S.

Division 9

Cialone, Joseph C., Sr.
Diveley, Harold J.
Giannetti, Christopher
Hecht, Wayne M.
Locke, Kenneth R.
Locke, Ruth D.
O'Connor, Clint
Reinoehl, Robert F.
Saumier, Phillippe
Werth, Russell D.

Division 10

Caldwell, Diane
Garnes, Matthew
Lowery, John II
Rocque, Raymond
Schroeder, John L.
Trimbur, Bruce
Yanochik, Mark

Division 11

Calton, Jeremy N.
Coggins, Charles T. III
Griffin, Pamela R.
Haygood, Michael D.
Hughes, Melissa
Larson, Florence
Van_Sickle, Thomas A.
Wright_Isguzar, Serzhan R.

Division 12

Cribb, Arnie J., Jr
Mahar, John T.
Withers, Richard

Division 13

Carr, Brenda G.
Henley, Bennie E.
Surhoff, Kenneth F.

Division 14

Cotto, George Jr.
Gelsomino, Matthew
Harbour, Meredith A.
Jones, Johnathan D.
Odenwald, David F.
Silva, Peter

Division 15

Trotter, Christopher W., Jr
Vivolo, Gregg D.

Division 17

Fleming, Nancy J.
Johnson, Kevin R.
Jung, Richard G. Sr.
Mesmer, Julie

D-7 Golden Anniversary Club
50 Years of Service



<i>Thomas F. McKee</i>	<i>Flotilla 34</i>	<i>5 April 1955</i>
<i>Barry Porter</i>	<i>Flotilla 72</i>	<i>13 November 1959</i>
<i>Robert Strong</i>	<i>Flotilla 14-8</i>	<i>23 June 1964</i>
<i>William Benson</i>	<i>Flotilla 44</i>	<i>26 June 1964</i>
<i>Commodore Henry Pratt</i>	<i>Flotilla 10-11</i>	<i>9 September 1964</i>
<i>Mary Pratt</i>	<i>Flotilla 10-11</i>	<i>9 September 1964</i>
<i>Johnson, Kenneth</i>	<i>Flotilla 98</i>	<i>27 June 1967</i>

Your long-standing service is acknowledged and appreciated.

Thank you



2017 Retirees

July 1 to September 30, 2017

Department of Homeland Security

Takes pleasure in conferring

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
John B. Armstrong	10-2	46
Gerald Ruschkofski	12-3	37
William Morcom	17-2	34
Roger Tyrell	81	30
Janette Brown	12-4	26
William Everill	14-2	24
David Owsley	14-1	23
Winifred Fickett	15-1	20
Juan Martinez_Coalon	1-10	19
Fabian Olson	12-3	18
Jose Velazquez	1-10	18
Theodore Berg	15-4	17
Joseph Cazana	16-2	16
William A. Foster	14-1	16
Kerry Williams	12-10	16
Charles Morris	16-1	15
Carol Murphy	78	15
William Murphy	78	15
Suzanne Tyrell	81	15
Deborah Sweredoski	17-9	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

September 1 to September 30, 2017



Julius Horowitz
Division 3

*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.*



Brian Pretty
Division 10

*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



RADM William S. Schwob
USCG Ret
Division 11



John Karpiscak
(Ret)
Division 15



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



Crossing the Bar

A tribute to those who have served and crossed the bar.”

September 1, 2016 through August 31, 2017



*Ryan Aldrich
Flotilla 44*



*William B. Alexander
Flotilla 48*



*Andrew Anderson
Flotilla 38*



*Robert Atwood
(Ret)
Flotilla 94*



*John Barlow
Flotilla 10-11*



*Ryan Aldrich
Flotilla 14-5*



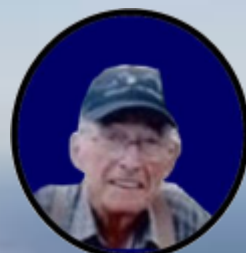
*Peter Boergermann
Flotilla 17-2*



*Rosemary Bouckaert
Flotilla 51*



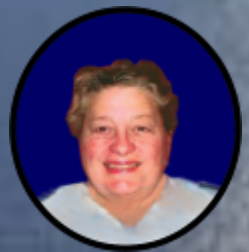
*David Boyer
(Ret)
Flotilla 44*



*Howard Brown
(Ret)
Flotilla 51*



*Eduardo Burbank
Flotilla 65*



*Virginia R. Caspari
Flotilla 48*



*Allan Chardon
(Ret)
Flotilla 16-1*



*Claudia Clunis
Flotilla 17-11*



*Jeanne Corbin
Flotilla 99*



*Frederick Counter
Flotilla 98*



*Albert L. Crittenden
Flotilla 29*



*George Gammon
Flotilla 12-6*



*Scott Grest
Flotilla 29*



*Richard Grove
Flotilla 34*

A tribute to those who have served and crossed the bar."

September 1, 2016 through August 31, 2017



*James Hamilton
Flotilla 92*



*Robert High
(Ret)
Flotilla 86*



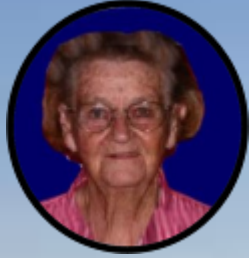
*Richard Hughes
Flotilla 13-8*



*Don Ingram
Flotilla 72*



*Joseph Kirkman
Flotilla 17-2*



*Dorothea Kurtz
Flotilla 72*



*Alfred Lapides
Flotilla 82*



*Vernon Lewis
Flotilla 7-16*



*Byron Marx
Flotilla 13-4*



*Harry Mason
Flotilla 57*



*Carl Matthews
Flotilla 75*



*Thomas McGuire
Flotilla 13-4*



*Clairie Monokian
Flotilla 99*



*Alfredo Nardi
Flotilla 65*



*Charles Pecoroni
Flotilla 54*



*Joseph G. Poces
Flotilla 36*



*James Poole
Flotilla 79*



*Lasca Pringle
Flotilla 48*



*Daniel Quinn
Flotilla 14-5*



*Frank Rakowski
Flotilla 15-8*



*Daniel Beaume
Flotilla 45*



*Gilbert Richards
Flotilla 13-4*



*William Risso
Flotilla 82*



*Edil Rivera Ruiz
Flotilla 16*



*Ernesto Saviol
Flotilla 63*

A tribute to those who have served and crossed the bar.”

September 1, 2016 through August 31, 2017



***Dorothy Schoch
Flotilla 12-4***



***Everette Shaver
Flotilla 12-4***



***Donald Shockey
Flotilla 10-2***



***Donald Siwirski
Flotilla 12-4***



***Philip Stern
Flotilla 13-4***



***Harry Stuart
Flotilla 98***



***John Sutfin
Flotilla 13-4***



***Leonard Thomas
Flotilla 98***



***Philip Vale
Flotilla 36***



***Anthony Vanderburg
Flotilla 84***



***John Varas
Flotilla 10-11***



***Robert C. West
Flotilla 10-10***



***Albert G. Yusko
Flotilla 81***



***Harry Zimmerman
Flotilla 11-9***

***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.***

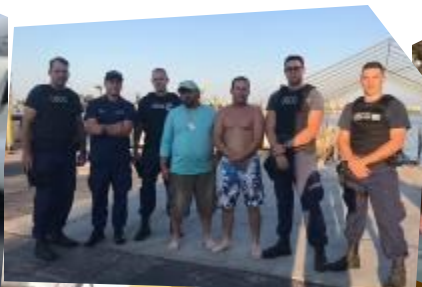
***Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;***

***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

Thank you for your service

Thank you



Trivia

According to a study, people generally read 25% slower on a computer screen in comparison with a printed page.

To your brain, one sleepless night is the cognitive equivalent of being legally drunk

Humans have the same number of hairs as chimpanzees, but ours are much thinner.

350 years after the Mona Lisa was painted, a critic wrote a book about what it looked like — only then did it become famous in the art world

Introversion is strongly associated with creativity and intelligence—75% of people with IQs over 160 are introverts

Drinking a cup of coffee before working out can help burn fat cells more quickly

Peanut oil is used for cooking in submarines because it doesn't smoke unless it's heated above 450F

A comet's tail always points away from the sun

If you get into the bottom of a well or a tall chimney and look up, you can see stars, even in the middle of the day

Intelligent people have more zinc and copper in their hair

A few spoons of mustard can help fight off leg cramps due to the amount of magnesium it contains

THE MORSE CODE: When you rearrange the letters: **Here Come Dots**

DORMITORY: When you rearrange the letters: **Dirty Room**

SLOT MACHINES: When you rearrange the letters: **Cash Lost In Me**

WESTERN UNION: When you rearrange the letters: **No Wire Unsent**

ACHIEVEMENTS: When you rearrange the letters: **Nice, Save Them**

GARBAGE MAN: When you rearrange the letters: **Bag Manager**

A SHOPLIFTER: When you rearrange the letters: **Has to Pilfer**

Did you Know?

Who is Bugs Bunny?



- Bugs Bunny is a rabbit, not a hare.
- Mel Blanc actually ate carrots while voicing the iconic character.
- Bugs Bunny was originally “Happy Rabbit”. He also used to be white instead of gray and they alternated between giving him huge buck teeth and no teeth at all.
- Bugs Bunny, along with Mickey Mouse, were the first two animals to get a star on the Hollywood Walk of Fame.
- Bugs Bunny is a U.S. Marine. At the end of the 1943 short *Super-Rabbit*, Bugs wears a USMC blue uniform. As a result, they made Bugs an honorary private of the corps. Throughout WWII, Bugs continued to be promoted in rank until he retired as a Master Sergeant.
- Bugs’ name came from his animator. In 1938, Ben “Bugs” Hardaway was redesigning a new rabbit character. A fellow employee casually referred to the drawing as “Bug’s Bunny” (which was written above the illustration) and the name stuck ever since.
- Bugs Bunny was the first cartoon character to ever appear on a stamp.
- Bugs Bunny’s carrot-chewing stance came from ‘It Happened One Night. There is a scene with Clark Gable leaning against a fence and eating carrots while talking with his mouth full.
- Charlie Chaplin inspired Bugs Bunny’s personality.
- As of Jan. 2013, he has appeared in more films than any other cartoon character. More than 175 films, to be exact.