

D-7 Connection



Human Resources - Fall Issue—2018

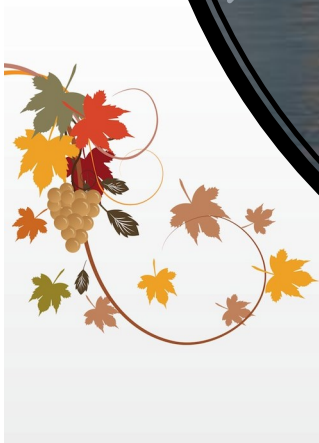
Issue -43

Editor: Angela Pomaro



Happy Autumn

Jupiter Lighthouse Jupiter, Florida





USCG Auxiliary

District 7



District Commodore

Judith Hudson



Chief of Staff

Gary P. Barth



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



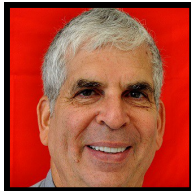
Gil Thomas, ADSO-HR
HR Corner

South Carolina

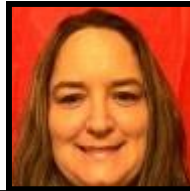


Jim Nelson 12

Georgia



Bill Parks 2



Candi Deloach 10



Rick Saunders 14



Dennis Skonecki 15

The District 7 SO-HR Team

Florida



Leslie Long 11



Sharon Breece 17



Joe Goloversic 4



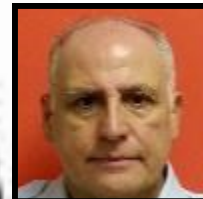
Daniel Helou 7



John De Stefano 8



Bob Dipaolo 5



Mario Stagliano 3



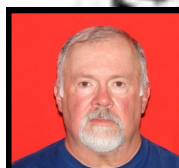
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Margaret Winsauer 6



Rosemarie Moscia
DCDR 16



Dewayne Roos 13



Vanessa Valle 1

Puerto Rico

Virgin Islands

USCG Auxiliary Recruiting Posters

AUXAIR

AUXAIR participates in many Coast Guard missions including Search and Rescue, Port Over Flights, Waterways and Coastal Security, Marine Safety, Pollution Response and Aids to Navigation. It also conducts Logistic Transport Missions. AUXAIR is an integral part of the Coast Guard search and rescue team and it's homeland security forces.

We are located in all 50 States and U.S. Territories. Be of service to your country and community.

GET A COURTESY VESSEL SAFETY CHECK

Our goal is simply to help make boating as safe as possible for you, your family and friends.

Contact your local Coast Guard Auxiliary for more information.

SERVE YOUR COMMUNITY

BE A DEDICATED VOLUNTEER IN THE U.S. COAST GUARD AUXILIARY

If you're looking for some adventure in your life, consider joining the U.S. Coast Guard Auxiliary. Wherever your interests lie, and whatever life skills you have, chances are that the Coast Guard Auxiliary can offer you an area to serve that will enrich your life in ways you may not have imagined.

www.cgaux.org

Join us THE DEDICATED VOLUNTEERS of the U.S. Coast Guard Auxiliary

If you're looking for some adventure in your life, consider joining the U.S. Coast Guard Auxiliary. Wherever your interests lie, and whatever life skills you have, chances are that the Coast Guard Auxiliary can offer you an area to serve that will enrich your life in ways you may not have imagined.

For information contact:

WE WANT YOU TO BE A DEDICATED VOLUNTEER IN THE U.S. COAST GUARD AUXILIARY

Find out how you can be a member by contacting the number below.

WE WANT YOU TO BE A DEDICATED VOLUNTEER IN THE U.S. COAST GUARD AUXILIARY

Find out how you can be a member by contacting the number below.



Mentoring

Submitted by Karen Miller, ADSO-MT

The long-awaited Mentoring Guide for District 7 is within days of being released for public consumption. This short guide (less than 30 pages!) covers mentoring in District 7. Once it is released it will be up on the HR Corner on the District 7 website. Here's the Table of Contents so you can get a good idea of what's in the Guide:

Table of Contents	
1. What is a mentor?	3
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We're also pretty far along on a formal rewards program for members who sign up to be mentors. You'll hear about that soon. Meanwhile, why don't you look at the HR Corner and see the two presentations already up there on mentoring?

- ◆ Who wants to be a mentor?
- ◆ Mentoring in 2018 and beyond?

Let's prevent more disenrollments from members and applicants who felt alone and unneeded in their flotilla since they were adrift without a mentor. Step up and volunteer to train to be a mentor – please.



Paperwork! Paperwork!

Mission Codes—What's New?

Submitted by Sue Hastings, DSO-IS

The Coast Guard Auxiliary Manual is the source for all authority for the missions that we engage in. Mission activity can generally be divided into two areas: Coast Guard Support Missions and Auxiliary Support Missions. Members need to accurately report their hours, submit their reports in a timely manner, and use the correct mission code for their time. Your Information Services (IS) Officer can help you if you are not sure what code should be used.

Coast Guard Support Missions

Members need to have "Assignment to Duty" for any missions. This is important for insurance, liability and medical coverage. An Auxiliarist performing Coast Guard support missions is only considered to have been assigned to duty when the activities have been **authorized and clearly communicated** verbally and/or in writing by appropriate Coast Guard Authority (AUXMAN Chapter 5, Section J Intro).

Only a Coast Guard Unit Commander may assign any Coast Guard unit duty, title, or responsibility to an Auxiliary. At a small boat station, this may be a senior chief petty officer (AUXMAN Chapter 2, B.21.C). An OPCON (Operations Code) needs to be listed on the ANSC 7030 form for all Coast Guard support missions. The default is 070 for District support or Sector or Station. If you are not sure of the OPCON make sure that the unit is listed in your Remarks so that your Information Services Officer can input the proper code. Note Marine Safety missions are usually assigned to the Sector the unit is in.

Two new Mission Codes were added and one Mission Code has been redefined for Coast Guard Support missions:

01C: Paddle Craft (AUXPAD) (This mission code is currently not used in D7)

Use this code for time spent on a mission under Coast Guard orders, with an authorized AUXPAD facility and qualified AUXPAD operator, conducting AUXPAD afloat recreational boating safety (RBS) outreach activities. Used only for kayaks per the AUXPAD instruction.

01D: Operational Standby (Air, Boat, Radio)

Use this code for time spent available under Coast Guard orders with an Auxiliary operational facility (vessel, aircraft or radio) and qualified crew who are operationally ready for duty (B-o status) but not currently underway, airborne, or in operation. All patrols should have 01D prior to getting underway for crew briefing and at end of mission for debriefing.

The facility must be ready for operations with qualified crew in the immediate vicinity of the facility and in prescribed uniform, ready to proceed without delay.

Some examples of this mission code are:

- Prior to getting underway, as the crew is preparing for a mission
- When moored for meals, breaks, or other logistics stops
- Standing by at an airport or dock for pickup of passengers or equipment
- Debriefing and cleaning up a facility after an underway mission

Mission Codes—What's New?

23A: SAR Standby (Air, Boat)

This code shall be entered **ONLY** when specifically assigned by the Order Issuing Authority (OIA) to assume dedicated Search and Rescue (SAR) standby for an actual or potential SAR mission. The facility must be ready for immediate SAR response, with a qualified crew in the immediate vicinity of the facility and in the prescribed uniform.

Auxiliary Support Missions

An Auxiliarist is considered implicitly assigned to duty when performing activities such as:

- Public Affairs
 - Public Education
 - Recreational Boating Safety Visitor
 - Vessel Safety Checks
- (AUXMAN CHAPTER 5, J.6)

One new mission code was added to Public Affairs:

010M: CG Historian Support

District/Division/Flotilla member, for example, (can use this code for supporting and assisting the Coast Guard Historian Office or for time spent on Auxiliary historian activities for scrap booking projects).

The OPCON for all Auxiliary Support is the District 070 that is the default in AUXDATA for District 7.

There have been some updates to the Forms in Forms Warehouse on the National Website. Form ANSC 7035 Change of Member Status has been updated as well as Form ANSC 7039 Workshop Mission and Attendance Report. Updates to Form ANSC 7030 Mission Activity is currently in progress.

If you are not sure what form or mission code to use, please check with your IS Officer to make sure that the data we are giving the Coast Guard and Auxiliary Leadership accurate information

[Clear All entries](#)

DEPARTMENT OF HOMELAND SECURITY
U.S. COAST GUARD
ANSC-7030 (08-10)

U.S. COAST GUARD AUXILIARY
ACTIVITY REPORT - MISSION

Division ____ Flotilla ____
MISSION DATE
DDMMYY

SECTION I TYPE OF RESOURCE Air Boat Radio Unit/In individual

SECTION II TIME & MISSION
Always record START TIME, START MISSION, and FINISH TIME. (See MISSION list on page 3.)
Use change boxes if mission changes. See instructions.

TIME	START	Change 1	Change 2	Change 3	Change 4	Change 5	FINISH
MISSION							

SECTION III ACTIVITY LOG DETAILS
Location: _____ OPCON _____

PATROL MISSIONS ONLY

SAR	Lives Saved	Persons Assisted	Property Value in THOUSANDS	Case Number
SAR 1			.000	
SAR 2			.000	
SAR 3			.000	
SAR 4			.000	

ATON	ATON Discrepancies	PATON Discrepancies	Bridge Discrepancies
	ATONS Watching Property	PATONS Watching Property	Bridges Watching Property

SECTION IV CREW ASSIGNMENTS

Member ID	Last Name and Initials	Trained
LEAD		----
2		<input type="checkbox"/>
3		<input type="checkbox"/>
4		<input type="checkbox"/>
5		<input type="checkbox"/>
6		<input type="checkbox"/>
7		<input type="checkbox"/>
8		<input type="checkbox"/>
9		<input type="checkbox"/>

Click to report END of PE course ONLY

LOCAL NOTES (non-AUXDATA):

SECTION VI REMARKS

Use Member Activity Log (ANSC-7029) for missions not reported on VE (ANSC-7038), RESVP (ANSC-7046) or this form and for Travel & Prep time previously reported on this form.

Date submitted _____ Submitting Member Name (print) _____ Report number _____

Previous edition may be used until supply is exhausted. COPY 1 - MEMBER



The Webmaster

Is This SPAM????



Submitted by Craig De-Toma, DSO-CS

How to know if you have a spam email or not. One thing you want to look at is, do you do business with the company that sent you the email? If you get an email from Chase Bank and you do not bank with them then you have a spam email. Do not click on any links that are in the email. But what if you do bank with them and you do not know if it is spam or not? If you do business with the person that sent you the email, contact them and ask the person you are talking with if what is stated in the email is true or not.

Please remember that no company will ask for your username and password in an email. Next you want to look and see who it is coming from. For example, if you get an email claiming to be from Chase, but the email address is fact...@carbhinfrastuctura.com you know it is not Chase. **Please see below for an example of an email that is claiming to be from Chase***. As you can see it states an account number ending in 4438. If you know that that is not your account, you can delete the email.

Most of the major banks have an email address you can send fraud email to. **Please see the list below****. You can always call the bank and ask questions if you do not understand the email that was sent to you. Please do not use the phone number that is in the email. If you do not know the number to the bank look on the back of your debit card and there should be an 800 number for you to call. If nothing else go to the bank. You can print out the email and show them.

The big lesson here is not to click on any links that are in emails you do not know, also if you happen to click on the link **DO NOT** enter any account username or password in there. This will be displayed to the person or people trying to get your information.

Please understand that there are people out there that all their mission is to get as much information about others and sell it on the dark web. This is not intended as all the information that you need to know, but it is a good start to help protect yourself online.

For some further information about Spam please visit the following link: http://uscga-district-7.org/spam_email

If you have any questions, please feel free to contact me at craig.detoma@uscga-district-7.org.

** You scheduled a payment of \$993.00 from your account ending in 4438*

Payment Authorization

You authorized the one-time payment of \$993.00 to Chase account ending in ...0756. The funds will be withdrawn as an ACH debit from your pay-from account ending in4438. The payment will be dated on 09/26/2018. The withdrawal from your pay-from account will generally occur within 1 business days of the payment date, but the exact timing is dependent on your bank's processing schedule.

You can cancel any scheduled transaction before the payment date by filled encrypted electronic refund-form.

Get Encrypted Electronic Refund Form

Respectfully

Chase Card Services

**** Chase: abuse@chase.com**

Wells Fargo: reportphish@wellsfargo.com

Bank of America: abuse@bankofamerica.com

News From Otto's World



Micro Fibers and Plastics: The Nearly Invisible Pollutants

Submitted by Otto Spielbichler, Flotilla 54

Prior to writing about something you and I think we know a lot about, I want to recognize the United States Coast Guard's efforts during and following Hurricane Florence. Coast Guard operations during Florence demonstrate what Semper Paratus means.

Micro fiber/plastics have existed for years. They are materials used to manufacture clothing and health care products and are sources of what scientists find in both salt and fresh water. Clothing products made of synthetic cloths (nylon, rayon, polyester, acrylic, and spandex) are major sources of micro fibers. Cloths made of natural fibers, (cotton, silk and wool for example) are minor sources of fiber. Each time we wash clothing, especially synthetics, the material releases fabric particles into the water which in turn drains into our waterways. "Scientists at the University of California found that on average synthetic fleece jackets release 1.7 grams (.0599 of an ounce) of microfibers in each wash. Older jackets release almost twice the amount of micro fibers. Synthetic fibers are made of chemicals and plastics which make them long lasting but also poisonous. Maintaining personal cleanness often involves using products that use chemical detergents and grains of abrasives that are not soluble. The detergents and abrasives are part of the micro plastic products that are threats to marine life because the ingredients can be poisonous."

There appears to be little or no data on how many members of the general public are aware of the dangers posed by micro fibers and micro plastics. A guess would be that not many people are aware but the number of articles about the problem is increasing. Hopefully so will public awareness. A degree of understanding among clothing manufacturers does, however, exist. The good news is that some manufacturers have taken on the task of resolving the problem.

Here are some things the general public can do to reduce the extent of problems posed by micro fibers and plastics. Purchase and wear quality clothing made of natural fibers. Shop and buy only clothing that you need and the best quality. If you can afford it, purchase front loading washers with special filters designed to trap fibers. Placing synthetic clothing into a mesh bag will trap micro materials. Scrape the fibers out of the bag and dispose of them in the trash. Apparently, a commercial bag called Guppy Friend traps 99 percent of the fibers. Installing a permeant filter in a washing machine is a more permanent way of trapping filters but requires the services of a plumber. Educating family and friends will increase the number of people who can reduce the intensity of the micro fiber problem.

Micro fibers and plastics in public waters will not go away! Do your part to control the ways the fibers end up in our waterways. While some cost money most can be done with just a little more effort on our part.

References: 1) THE GUARDIAN June 2016. [theguardian.com/environment/2016/jun/20/microfibers-pollution](https://www.theguardian.com/environment/2016/jun/20/microfibers-pollution)

2) Dirty Laundry: Scientists Warn of Microfiber Pollution- Associated Press Jan 09 2015.

3) thekindlife.com/blog/2018/01/synthetic-fabrics-microfiber-pollution/



Welcome

July 1 to September 30, 2018

Division 1

Corales_Casillas, Michael

Division 2

**Lambert, Gregory A
Mitchell, Norman D.
Thomas, Arthur R.
Vitanza, Roman A. .**

Division 3

**Braswell, Richard L.
Duffy, Thomas K.
Hamilton, Jeremiah L.
Nicholas, Phillip S.**

Division 4

**Mead, William E., Jr.
Wyatt, Gloria E.**

Division 5

**Chapmen, Richard K.
Davis, William R.
Epelman, Jaime N.
Harris, Christopher M.
Jewett, Byhalia R.
Petito, Philip J.
Russo, Andrew W. III
Triga, Joseph
Widdicombe, Kelly**

Division 6

**Franco, Ashley
Moreno, Maritza**

Division 7

**Aristondo, Jonas R.
Diaz_Rodriguez, Edgardo
Lopez, Rodolfo
Parker, Luther
Solomon, Justin L.**

Division 8

**Bagnal, Ryan P.
Brzenchek, Robert M.
Coates, Jaye K.
Evans, Trevor J.
Hissrich, Richard
Nicholson, Karen C.
Roser, Craig S.
Saunders, Thomas R.**

Division 9

**Anastasia, David M.
Disesa, Dianna C.
Kelsey, Mark
Koenig, Nicholas N., Jr.
Ludlum, Eugene J.
Moore, Charles E.
Tschida, Michael T.**

Division 10

**Bebbington, John D.
Bloodworth, Forrest H., Jr.
Brown, Pamela
Butler, Kenneth R.
Diemont, Angela P.
Divito, Mary L.
Drewer, Milton L.
Hand, Brian G.
Healy, Luke J.
Perry, Mathew L.**

Division 11

**Chevaleyre, Eric K.
Hanna, Samy G.
Kostreba, Scott L.
Margaris, Vassilios M.
Potts, Michael E.
Sulek, Thomas M.
Umsted, Hugh C.**

Division 12

**Coleman, Allyson E.
Holland, Evans P., Jr.
Lewis, Meredith
Liollo, Zachary P.
Matherly, Roger N.
Solesbee, Robert C.
Weirs, William J.**

Division 14

**Cadwalader, Dylan
Dillon, David B.
Janssen, Scott L.**

Division 15

**Frank, Allen A.
Frank, Melissa
Karn, Melvin G., Jr**

Division 17

**Dass, Vijay K.
Hataway, Michael A.
Hunter, Jason M.
Lilienthal, William G.
Long, Robert D.
McCarthy, David M.
Peterson, Norma J.
Pope, David A.
Smith, Michael E.
Thornton, Evan G.
Tuxa, George A.
Yaunches, George S.**

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>Thomas Mc Colough</i>	<i>Flotilla 94</i>	<i>3 June 1968</i>
<i>Kenneth Johnson</i>	<i>Flotilla 98</i>	<i>27 June 1967</i>
<i>Don Way</i>	<i>Flotilla 13-3</i>	<i>27 November 1967</i>
<i>Philip Tallon</i>	<i>Flotilla 14-2</i>	<i>30 January 1968</i>
<i>Judith Davis</i>	<i>Flotilla 14-4</i>	<i>23 April 1968</i>

Your long-standing service is acknowledged and appreciated.

Thank you



2018 Retirees

July 1, to September 30, 2018

Department of Homeland Security

Takes pleasure in conferring

<u>Member</u>	<u>Flotilla</u>	<u>Service Year</u>
Fred Buck	10-2	35
Donald Servas	22	31
Richard Deborde	10-2	29
Terence Affeld	11-3	27
Jorge Soler	1-10	22
Becky Kaurup	14-7	20
Peter Kaurup	14-7	20
John P. Liddell	96	19
Bernice Kenney	48	15
Stuart Landau	51	15
Jessie Owens	11-10	15
Nancy Plank	95	15
Shiffer, Brenda	11-10	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, 2018



Lyle Letter
Division 2

*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.*



Mary M. Goette
Division 4



William Wertz
Division 4

*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.*



Dwight Shingledecker
Retired
Division 7

By Alfred Lord Tennyson



Edward Midgett
Division 9



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



Edward Sweeney
Division 9



Joel Greene
Division 10



Henry Loscher
Division 11



Dave Ecklund
Division 12

Crossing the Bar

July 1, to September 30, 2018



David Hastings
Division 12

*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.*



Richard Withers
Division 12



Marlene Detienne
Division 13

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



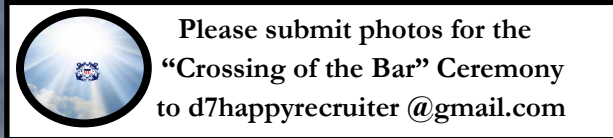
Donald Mooers
Division 14

*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



John Davis
Division 14



William Cutler
Retired
Division 15



Leonard Sinisgalli
Retired
Division 15



Lee E. Elvins
Division 16



Joseph St. Cyr
Division 17



Bryan Perley
Division 17



Dave Hastings

Submitted by Sue Hastings, DSO-IS

David Hastings was born in Albion, NY on February 26, 1942. He grew up in Holley, NY, a small town about 25 miles west of Rochester. He was the son of Donald and Nina (Finger) Hastings and had one sister Diane (George Patterson).

After graduating from high school, he entered the Army and was stationed in Germany. Dave loved to travel and traveled all over Europe. He started at Eastman Kodak after returning from service and attended Rochester Institute of Technology graduating from the Kodak apprentice program for Electronic Maintenance Technician. He retired from Kodak with an early retirement program when he was 49 years old. He ended up working for Walmart's in Rochester and when he moved to Georgetown, he was transferred to the Georgetown Walmart's where he became the Department Manager for Sporting Goods.

Dave and wife, Susan, married in 1968. The family lived in Hilton, NY, a small town about 20 miles northwest of Rochester. They celebrated their 50th wedding anniversary in March of this year. They have two children, Donald and Lynette (Gregory Stetson). Dave and Sue travelled all over the US and Canada taking many cruises to the Caribbean.

Dave always loved the water. His uncle had a wooden Thousand Island tour boat that he operated on the Erie Canal. Dave loved to go on the boat. He bought a 26-foot sailboat where Sue and the family sailed with him on Lake Ontario for over ten years. In 1986 he bought a 22' Boston Whaler Revenge boat and joined the USCG Auxiliary, Flotilla 42 in Rochester located on the Genesee River..

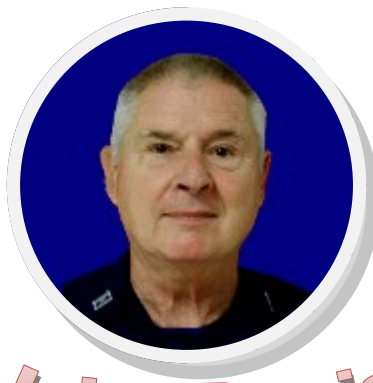
He held numerous offices in District 9 Eastern Region — DSO-OP, ADSO-IS, SO-OP, SO-CM, FC, VFC, FSO-OP, FSO-PB, FSO-CM. He held many certifications in the Auxiliary - Coxswain, Boat Operator, Boat Crew, Instructor, Program Visitor, Vessel Examiner, and Commercial Vessel Examiner (6-Pack). He also was qualified as Station Watchstander and CG Boat Crew on their 44' and 22' boats.

When Dave and Sue moved to Georgetown they transferred to Flotilla 12-10. There Dave held numerous offices such as DSO-CS, ADSO-CS, SO-CS, FC, FSO-OP, FSO-CS, FSO-PB, and FSO-PV.

Dave was on the National Staff for over ten years. He started in 1998 as a Branch Chief in Personnel and was involved with the development of the e-Responder program. When it started, it was a manual program that when a membership inquiry email came in he had to manually look up the zip code and use a printout to find the closest flotillas. He worked with others to develop the Flotilla Finder and automate the program. After more than seven years in that program, he became Division Chief for Personnel Staffing and processed all the applications for National staff offices.

Dave also enjoyed working on computers. His first computer was a Tandy which he bought for Sue in early 1980s and then he kept going from there. He was known to be a "Techno geek" and always was updating equipment to have the newest and most up to date. As ADSO-IS in District 9ER, he travelled all over the District setting up PCs for the SOs-IS Officers to do the AUXMIS (pre AUXDATA) software. Sue travelled with him and then taught the officers how to use the software. He took classes and started developing webpages for the Auxiliary, Coast Guard, and others. He loved working on these especially for the Coast Guard. He had been webmaster for webpages for Station Georgetown, Sector St. Pete, and other stations in D7 as well as the D7 webmaster.

Dave received numerous awards from the Coast Guard and Auxiliary. These include the Auxiliary Plaque of Merit, the Auxiliary Meritorious Service Award, Medal of Operational Merit, Auxiliary Commendation Medal, Auxiliary Achievement Award (3 times), Sustained Service Award (11 times), and CG Meritorious Team Commendation (12 times).



John Davis

**Submitted by Gary R. Gray,
SO-MT - 14**

Shipmate John Davis, a member of Flotilla 14 for over 50 years passed September 12, 2018. The following is a tribute to him by Gary Gray.

It was July 4th 1990. The Dunedin Flotilla 11-10, had the task of maintaining the safety zone for the annual fireworks. I was a new trainee on a boat named "The Rapture." We had gotten underway early to do a sunset patrol when a thunderstorm came up and we took shelter. As the storm moved off we monitored a mayday call, a boat was sinking and their location was about a mile away. We raced to the scene.

The coxswain was John Davis. When we arrived on scene the cabin cruiser, with several people on board, was low in the water with the swim platform awash. John began to assess the scene. They had lost the drain plug. By the time we arrived on scene they had been able to stop the water, but now the batteries were under water and they could not start their engine or run the bilge pumps. John was standing by and talking with the station on the radio. Another trainee, a person of large stature, began pacing back and forth athwart ship. Even though the seas were calm the boat began to rock significantly from side to side. John paused and with quiet authority got the trainee to be still. It was clear John was in control of the situation.

In his calm professional way John briefed the crew and cautioned them that we would need to tow the cabin cruiser slowly as it was very unstable with all that water aboard. We followed John's directions and brought the boat safely to the closest ramp. When they got it on the trailer it drained for six minutes.

Such was my introduction to a very capable coxswain, lifelong friend and mentor.

"The Rapture." It seems like an odd name for a boat. When asked, John would explain how it was part of his strong evangelical faith and that if he were underway when the Rapture came the boat would be, according to the Navigational Rules, "a vessel not under command" because the operator would be on their way to a better place.

You couldn't be around John long without sensing that he was a man of faith and he lived that faith in all that he did.

At the time of the mayday call John had more than 20 years in Auxiliary Operations. He and Judy had joined the Jacksonville Beach Flotilla when John was still active duty Coast Guard and was stationed on the CGC Sweet Gum, a buoy tender at May Port. Later they would start a new flotilla in Gainesville.

John continued to support operations and boat crew training in the Dunedin Flotilla even while driving from Tampa to Jacksonville on a regular basis to continue his career with the Coast Guard Reserves. Rising to the rank of Captain, John served as, what was then called, Group Commander for an area from Jacksonville to Cape Canaveral.

In 2004 when the time came for John to retire from his "real job" in Tampa, he and Judy returned to Jacksonville Beach where they had first joined the Auxiliary. One of the main reasons was so that Judy could be near "her river." You probably didn't know that the St. John's River is Judy's river. Judy is ok with you using her river just be respectful and keep it clean.

They re-joined the Jacksonville Beach Flotilla 14-4. John continued his passion for operations and crew training. For many years John served not only as the Operations Officer but also as the Public Education Officer, two very important and time consuming positions. John managed both efficiently and professionally. John's standards were so high in fact, that Mason Marine Construction requests we provide a safe boating class for their new engineers each year as part of their new employee orientation.

John Davis

John also served as our unofficial lay leader. At each flotilla meeting John would offer prayer for those who were ill or absent and for the success of our meeting and our mission.

When TCT, Team Coordination Training was introduced John was all in. He saw the program as a means to teach boat crews to work together and operate safely. John not only instructed the Auxiliary but also trained active duty Coast Guard.

When I began looking for a flotilla to join in the Jacksonville area I contacted John. One of the first things that John asked was if I were still qualified as a coxswain. I assured him that I was. John went on to explain that his Jacksonville Beach Flotilla supported a lot of permitted marine events downtown, such as the 4th of July fireworks, the tree lighting, the lighted boat parade, New Year's Eve and many others. As I began to participate in these events it was very evident that John had been supporting them for some time.

As we would gather for the pre-mission brief in the fire station at Memorial Park, John would greet the Harbor Master, the Assistant Harbor Master, the FWC officers, the JSO Marine Officers and the Fire Boat Crew...by name. It was very evident that he knew them, and that they knew him, respected him and valued his service.

John also supported another permitted marine event, the King Fish Tournament. It is a three day event, the task is to keep the participant's boats clear of the ferry, ship traffic and each other. As many as 200 boats participate.

As John returned from the first mission last July, he commenced to debrief the crew, which he always insisted upon after every patrol. John looked pale and the crew became concerned. Judy took John to the hospital and he was unable to resume his operations.

During my time with the flotilla whenever there was a Qualification Examiner Mission scheduled, John was there with the second boat named "The Rapture" training, supporting and encouraging his shipmates.

This past August we were planning another Qualification Examiner Mission and as I talked with John from his hospital bed he was making plans to support the mission even as Judy protested.

As it turned out, John was unable to directly support the mission. We believe it was the first such mission he had missed since re-joining 14-4.

When John learned that all three coxswain had requalified and a trainee had qualified as crew, he was so very proud. John posted a picture of a broom over The Rapture's Safety light proclaiming a "clean sweep." He had taught us how to succeed. I believe he felt we could carry on.

John and I had conversations over the years regarding, "how do you know when it is time to stand down?" We hoped that we would be able to discern that time so as not to be a burden or place others in danger.

In the days of the old west it was said that a cowboy wanted to die with his boots on. John continued serving in operations right to the end. In fact, for a brief time while he was home from the hospital, he returned to his duties and was at the computer working on the operations schedule.

John served more than 50 years in the Auxiliary and gave more than a thousand of hours to operations. He embodied the Coast Guard Values: HONOR, RESPECT and DEVOTION TO DUTY.

We honor his service, we respect his faith, and we will remember his teachings as we celebrate his life. He trained so many Auxiliarists, Reserves and Active Duty, it would be difficult to calculate the positive impact of his efforts. I would guess that almost every Auxiliarist here has been mentored, taught or encouraged by John. He was a committed Auxiliarist who believed in the mission and stood ready to give his all not only for the success of the mission but even more for the growth and development of his shipmates.

I can imagine John being welcomed into heaven with the Lord saying: "Well done thou good and faithful servant."

As for those of us here ...John will be greatly missed.

Picture Page



Trivia

A bull can run faster uphill than down

A moth has no stomach

Grasshoppers have white blood

Seventy-five percent of all countries are north of the equator

The human sigh acts as a “reset button” for our respiratory system.

Only 18% of Americans can drive a stick shift

Disney World is the second largest purchaser of explosives in the United States, the first being the U.S. Department of Defense

Potato chips were invented in 1853 when a cook names George Crum fried paper thin potato slices for a customer who kept sending back his French Fries for being too thick. The customer— who turned out to be railroad tycoon Cornelius Vanderbilt — loved them and the rest is history?

Antarctica is currently melting twice as fast as it was in 2012

There is 200 times more gold in the world's oceans than has been mined

Newly-hatched baby chicks are smarter than newborn baby humans

Caffeine tricks your brain into thinking exercise is easier than it really is and will enhance anyone's workout performance.

No word in the English language rhymes with month, orange, silver or purple

Maine is the only state whose name is just one syllable

It is impossible to sneeze with your eyes open

Butterflies taste with their feet

February 1865 is the only month in recorded history not to have a full moon.

Did you Know?

Why is it Called a Hamburger Although it Contains no Ham?

During a trip to Asia in the early 1800s, a German merchant – it is said – noticed that the nomadic Tartars softened their meat by keeping it under their saddles. The motion of the horse pounded the meat to bits. The Tartars would then scrape it together and season it for eating.

The idea of pounded beef found its way back to the merchant's home town of Hamburg where cooks broiled the meat and referred to it as Hamburg meat.

German immigrants introduced the recipe to the US. The term "hamburger" is believed to have appeared in 1834 on the menu from Delmonico's restaurant in New York but there is no surviving recipe for the meal. The first mention in print of "Hamburg steak" was made in 1884 in the *Boston Evening Journal*.



The honor of producing the first proper hamburger goes to Charlie Nagreen of Seymour, Wisconsin, USA. In 1885 Nagreen introduced the **American hamburger** at the Outgamié County Fair in Seymour. (Seymour is recognized as the hamburger capital of the world.)

However, there is another claim to that throne. There is an account of Frank and Charles Menches who, also in 1885, went to the Hamburg, New York county fair to prepare their famous pork sausage sandwiches. But since the local meat market was out of pork sausage, they used ground beef instead. Alas, another hamburger.

The first account of serving ground meat patties on buns – taking on the look of the hamburger as we know it today – took place in 1904 at the St. Louis World Fair. But it was many years later, in 1921, that an enterprising cook from Wichita, Kansas, Walt Anderson, introduced the concept of the hamburger restaurant. He convinced financier Billy Ingram to invest \$700 to create The White Castle hamburger chain. It was an instant success. The rest of the history, we might say, belongs to McDonald's.

And, no, **a hamburger does not have any ham in it.** Well, it's not supposed to. Hamburger meat usually is made of 70-80% beef and fat and spices.

National Hamburger Day on December 21

Why is a hotdog called a hotdog?

In 1987, Frankfurt, Germany celebrated the 500th birthday of the frankfurter, the hot dog sausage. Although, the people of Vienna (Wien), Austria will point out that their wiener sausages are proof of origin for the hot dog. (By the way, ham, being pork meat, is found in hotdogs.) In "[Every wonder why?](#)" Douglas B. Smith explains that the hotdog was given its name by a cartoonist.



A butcher from Frankfurt who owned a dachshund named the long frankfurter sausage a "dachshund sausage," the dachshund being a slim dog with a long body. ("Dachshund" is German for "badger dog." They were originally bred for hunting badgers.) German immigrants introduced the dachshund sausage (and Hamburg meat) to the United States. In 1871, German butcher Charles Feltman opened the first "hotdog" stand in Coney Island, selling 3,684 dachshund sausages, most wrapped in a milk bread roll, during his first year in business.

In the meantime, frankfurters – and wieners – were sold as hot food by sausage sellers. In 1901, New York Times cartoonist T.A. Dargan noticed that one sausage seller used bread buns to handle the hot sausages after he burnt his fingers and decided to illustrate the incident. He wasn't sure of the spelling of dachshund and simply called it "hot dog."

National Hotdog Day is held on July 23.