

# D-7 Connection



Human Resources - Spring Issue 2013

Issue 21

Editor: Angela Pomaro



**“It is What It Is”**



# **USCG Auxiliary**

## ***District 7***



**District Commodore**  
**Commodore John Tyson**



**District Chief of Staff**  
**Robert A. Weskerna, DCOS**



# Logistics Directorate



**James E. Dennen, DDC-L**  
**Directorate Chief**

## The DSO-HR Team



**Angela Pomaro DSO-HR**  
**Human Resources Department**



**Amy Estrela, ADSO-HR**  
**Special Projects**



**Paulette Parent, ADSO-HR**  
**AUXCHEF**



**Tom O'Connor, ADSO-HR**  
**Mentor—North**



**Rich Steinbach, ADSO-HR**  
**Mentor—East**



**Gil Thomas, ADSO-HR**  
**E-Responder Program**  
**Mentor—West**

# South Carolina

# Georgia



John Owen 12



Tom O'Connor 10



Larry Cook 2

# The District 7 SO-HR Team



Division 14



Bruce McAllister 15

# Florida



Sharon Breece 17



Harvey Prior 11



Marla Short 7



Bill Griswold 4



Rich Steinbach 5



Kyle Wallace 8



Arnold Greenhouse 3



Lou Conti 9



Wilson Iziarry-dehoyos 1



David Richardson 16



Manuel Estrela 6

# Puerto Rico



Dorothy Cain 13

# Virgin Islands



# Thank You

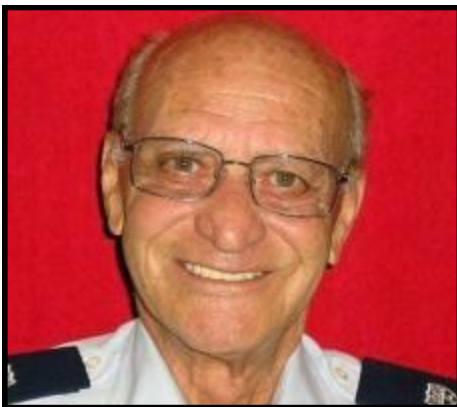
A special thanks is extended to the following SO-HR Officers who have served this past year and will not be returning. Your efforts, dedication and support are most appreciated. It has been a pleasure working with you. Good luck in your future endeavors in the USCG Auxiliary.



**Max LeFevre—Division 9**



**Ted Phillips—Division 10**



**Ed Kasper—Division 11**



**Don Mooers—Division 14**



# Welcome

## New SO-HR Officers—2013



Lou Conti, a member of Flotilla 91, is back in the HR Department for a second time. He previously served as Flotilla 9-10 FSO-HR, FSO-VE, VFC, FC, SO-PS, VDCDR, DCDR. Presently, he serves as Flotilla 91 FSO-HR, SO-HR, DDSL and ADSO-PE. Lou has picked up where he left off doing a great job. Welcome Back



In July, Tom O'Connor will celebrate 12 years of service in the Auxiliary. A member of Flotilla 10-10, he has served as FSO-OP, FSO-MS, FSO-SR, FSO-PS/HR, FSO-IS, VFC and FC. He presently serves as SO-HR for Division 14 and was recently appointed District Staff Officer-HR Mentoring (Northern Region). He is very enthusiastic about his mentoring position.



Harvey Prior was a member for nine years and then took a sabbatical for seventeen years. During those nine years, he served as VFC, District Staff Officer-AN, SO-AN, FSO-AN, FSO-OP, FSO-CM, FSO-MA and Watchstander for Station Sand Key. He rejoined in 2012 and currently serves as SO-HR and FSO-VE. He also finds time to be an IT, VE, MDV, TCO and studying to become Coxswain. Harvey is quite busy but still finds time to successfully handle the large amount of e-responders.



Bill Sekeres, DCDR-14 has graciously volunteered to take on the SO-HR duties and doing a fantastic job. A member since 2007, Bill has held the following positions: FSO-PB, SO-PB, FSO-PV, FC, VCDR. He currently serves as FSO-MS, SO-HR and DCDR. He is also Division Uniform and Flag Advisor and Director of the Division Honor Guard. He admits he really enjoys SO-HR.



# Donald L. Frasch

October 1, 1939 - January 13, 2013

**LEADER MENTOR FRIEND**



A Tribute by Terry Barth, D7-AA

I'm sure that all who knew Don will agree with everything in this article. For those of you who did not have the opportunity to work with Don, this will give you some insight as to what a special person he was.

As a **Leader**, Don blazed a trail of accomplishments in the Auxiliary, some of which will be remembered and utilized for decades to come. Don began his journey in the Auxiliary in Rochester, New York in 1985. While there he served as Vice and Flotilla Commander and then Vice and Division Captain. He also held positions as the District Awards Chairman and Special Projects Coordinator. When Don retired from his professional job in 2000, he and his wife, Sandy, relocated to Hudson, Florida where Don resumed his service to the Auxiliary in Flotilla 11-7. Here he became a Coxswain as well as a Vessel Examiner, Instructor and Uninspected Passenger Vessel Examiner.

In September of 2006 Don was elected to the position of District Chief of Staff serving under Commodore Allen Brown from January 1, 2007-- December 31, 2008. During this time, Commodore Frasch worked closely with Seventh District Coast Guard Commanders and Staff in forming a **joint** Strategic Operating Planning Program (SOPP), that became the basis of closer contact and planning forums between "Gold" and "Silver" Department Chiefs. This began the realignment process of District 7 flotillas and divisions with Sectors. Prior to 2009 there was no clear sense of identity, alignment and unity between the Auxiliarists, flotillas, divisions and the Coast Guard Stations. In many cases there was overlap and inconsistency. Flotillas were using boundaries that had been set 70 years ago, so they were not necessarily lined up with the appropriate Stations.

Don saw the need to re-align the Auxiliary with the Coast Guard and their Sectors. The process began while Don was Chief of Staff and came to fruition when Don became Commodore in 2009. As Admiral Baumgartner says "Don was the energy and inspiration to make this work. He was the one who "broke the eggs to make the omelet"! Under Commodore Frasch's guidance, the District 7 flotillas and divisions were realigned so each had only one Coast Guard Station and one Sector to identify with. This is now known as "Sectorization" or "Sector Centric".

The Auxiliary Sector Coordinator (ASC) position was also developed. This position is the conduit between the Sector and the divisions and flotillas within that Sector. The ASC sits in on Sector meetings and is involved in the SOPP. These meetings discuss any upcoming challenges and the ASC then suggests where the Auxiliary can help fill positions or assist with projects and/or other needs of the Sector to meet these challenges. Thanks to Commodore Frasch, communications, unity and identity

between the Active Duty and Auxiliary have improved tremendously and continue to grow. Auxiliary abilities and contributions are more readily recognized and because of this, Auxiliary talents are being utilized more than ever before.

Don served as District 7 Commodore from January 1, 2009 - December 31, 2010. During this time he not only implemented "Sectorization", but also promoted and targeted recruiting strategies for all Auxiliary mission areas. This resulted in the growth of Auxiliarists in D7 to over 6,000! Don also directed Auxiliary resources to assist the Coast Guard Deepwater Horizon response and led the formation of a District-wide road show Leadership Academy that reduced District Training conference costs by 73%! During Don's term he developed a close working relationship with the District Executive Committee and District Seven leadership by fostering a highly functional team dedicated to "modernize" the District Auxiliary, and through building a closer relationship among the active, reserve and Auxiliary personnel..

In November, 2010, Don became the Deputy National Commodore, Recreational Boating Safety (RBS) and Atlantic East. In this position he directed the efforts of an Assistant National Commodore and three Directorates within the RBS organization as well as five Districts within the Atlantic Area East. The Atlantic East Area includes the states along the eastern seaboard around to the Florida panhandle as well as the territories of Puerto Rico and the Virgin Islands. That area has almost 17,000 Auxiliarists which is 56% of the total Auxiliary workforce! Commodore Frasch re-organized his staff in a new construct per the national reorganization plan that was put in to effect halfway through his term of office. He reassigned personnel to optimize their individual talents and with superior leadership skills forged a highly effective RBS team. He promoted and developed partnerships with industry and like-minded recreational boating safety organizations ensuring the appropriate Memorandum of Understanding (MOUs) were in place and that active, knowledgeable liaison officers were appointed to foster cooperation among organizations. Commodore Frasch's expertise was instrumental in effecting a change of alignment of Legislative Liaison Committee members and State Liaison Officers in order to more effectively direct the energy of those functions. Don was vital in coordinating with the Coast Guard during its extended period of organization. His alert and sensitive actions enabled the Auxiliary to participate in key Coast Guard programs that may not otherwise have been supported on a timely basis with Auxiliary efforts.

You would think with all Don was involved in he wouldn't have time for much but that would be the normal person. Don continued to attend flotilla meetings and as a **mentor**, always had time to guide,



# Donald L. Frasch



advise and assist. At Don's funeral, an Auxiliarist shared his first experience meeting Don. As a new member, he happened to stop by the flotilla to see if anyone was there who could answer some questions. Don happened to be there doing some paperwork. He answered the new member's questions and then took time to try to find out what his interests were. What would he like to do as an Auxiliarist? Don spent a long time talking with this new member and then gave him his phone number and told him to call if he could help in any way. The new member didn't find out until later that Don was the Commodore and was amazed that he spent so much of his valuable time with him. But, that was Don. He had time for everyone. Most people have no idea of Don's educational and work background. Don majored in Applied Mathematics with a minor in Electrical Engineering. He held management positions focusing on high technology original equipment and Simulator Systems for industry and government. He was also an electronics engineer designing hybrid computer systems. Don was "just Don". No one would have guessed he was a mathematics and computer genius! With his relaxed personality and willingness to help, Don related well to people. Don empowered people. He wanted them to succeed and allowed them to realize their greatest potential. Don was gracious and humble and gave people the confidence and support to attain their goals. Auxiliarists enjoyed learning from Don and especially enjoyed working for him. Don was also quick to hand out compliments and show his appreciation.

Commodore Frasch was not only a great **friend** of the Coast Guard and the Auxiliary, but a friend to many Auxiliarists. Don was my friend as well. It is said "Anyone can be there for you in good times. A friend is there for you all the time." That was Don. Always there in good and bad situations. He was always supportive. He always had my back and I had his. There was genuine respect, love and trust between us. We were a team. I was never "just Don's Aide". I was a member of Don's team. Whether he was having an RBS, Public Education (PE) meeting or meeting with his District Commodores, I was always encouraged to participate. My opinions and ideas mattered to him. He made me feel worthwhile, valued and special. Don made everyone he knew and worked with feel this way. He would always say "we're all on the same team, let's work together."

When Don's term as Deputy National Commodore came to an end he was concerned as to what I would do. I said, "you'll be the Immediate Past Deputy National Commodore, and I'll be the Immediate Past Deputy National Commodores Aide". And that is exactly how I felt. I figured he would hold an Auxiliary position of some sort after he took a much needed break. I planned to help him in any way he might need. And then I got the call that he had cancer. My response - "Okay, I'm still you're Aide so let me know what I can do to help you fight this". We talked and we e-mailed. I had

the privilege of spending a week with him and Sandy during a difficult time after his first chemo. And during this time he was still a leader and a mentor. He took charge of his health matters and helped direct his care doing everything he could to win this battle. He also continued a philosophy I had learned from him early on as his Aide. Don taught me how to accept outcomes and "move on" when things didn't turn out as hoped. As an Auxiliarist and as a Commodore, Don worked hard to obtain his goals and complete projects. On the rare occasion things didn't go the way he had planned, he would always say "IT IS WHAT IT IS". He would make the best of the situation and move on. I took this philosophy to heart and it has helped me in my professional and personal life as well as with the Auxiliary. Some things you can't change. It is what it is.

Don dealt with his cancer the same way. He fought hard to beat the disease, but when told the treatments weren't working, he said "It is what it is". He did his best, but when the outcome wasn't as hoped, he accepted it. He died with grace and dignity.

It has been said that one of the greatest compliments is: "Knowing your presence AND absence both mean something to someone."

Don, your big grin, welcoming eyes with that "devilish" twinkle, your kindness, leadership, friendship, dedication, support, and love meant something to all you came in contact with, and we're all better people for having known you. Your presence and absence mean something to ALL of us. Thank you.

You can shed tears that he is gone  
or you can smile because he has lived

You can close your eyes and pray that  
he'll come back, or you can open your  
eyes and see all he has left.

Your heart can be empty because you  
can't see him or you can be full of the  
love you shared

You can turn your back on tomorrow  
and live yesterday or you can be happy  
for tomorrow because of yesterday.

You can remember him only that he is  
gone, or you can cherish his memory  
and let it live on.

You can cry and close your mind,  
be empty and turn your back,  
Or you can do what he'd want:  
Smile, open your eyes, love and go on  
*David Harkins*"

# Memories





# Thank You For Your Service

Submitted by: Stu Landau, IPFC-51



On March 15, 2013 at Coast Guard Station Miami, I had the privilege of witnessing the retirement ceremony for Commander Jose Quinones, Esq. As always, I find this kind of ceremony to be extremely emotional, not only for me, but for the guest of honor as well

Without going through the entire “sequence of events”, I would rather inform you as to what a “Retirement Ceremony” is all about.

Retirement from military service is unlike any other form of retirement in American life. It is the culmination of years of selfless dedication, devotion to duty, (sound familiar?) family separation and unwavering service to one’s country. Retirement from military service is not only the termination of a career, but also the conclusion of years of unselfish commitment and its recognition by our national government. It constitutes a time of celebration and reflection, often marked with a military ceremony.

For over 20 years, Mr. Quinones stood the watch so that our families could sleep soundly in safety, each and every night.

This morning, I witnessed the following statement: “Today, we are here to say, Shipmate, the watch stands relieved. Relieved by those you have trained, guided, and led, Commander Jose Quinones, you stand relieved, WE have the watch”. This truly brought on the tears.

My comment to Commander Jose A. Quinones is as follows: may God protect you and may you experience a long and healthy retirement.

**Thank you for “ALL” you have done for our country.**

**Commander is not quite done serving; he has joined the USCG Auxiliary – Welcome**

# Thank You For Your Service



Thank You Commander Quinones



Congratulations Auxiliarist Quinones





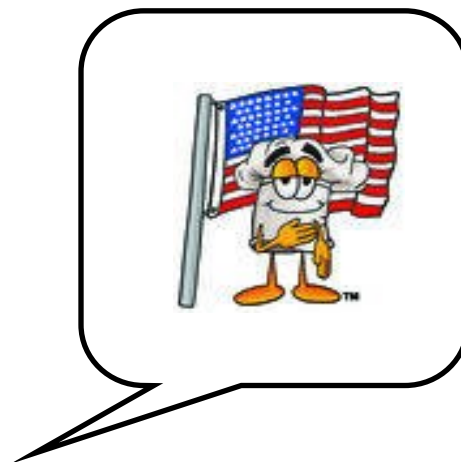
# THE AUXCHEF



## AUXCHEF “Show on the Road”

Submitted by Paulette R. Parent, ADSO-HR/AUXCHEF

Let’s try something different – let’s take the show on the road!” Sounds like something that might have been said by P.T. Barnum of circus fame many years ago. But not in this case: It was an idea by the ADSO-HR/AUXCHEF. From February 9-11, 2013 Paulette Parent ADSO-HR/AUXCHEF and Toni Borman taught an AUXCHEF course at USCG Station Ft. Lauderdale (Dania). Ten students participated. This was the first D7 “AUXCHEF Roadshow” where the Instructors traveled to the students, most of whom lived locally. One student traveled from Ocala to attend. This roadshow was an effort to curtail student expenses and offer a class where there was sufficient need by the Coast Guard to warrant the class provided that enough students were confirmed. Richard Leys PDCP organized the students and made the arrangements with the Station. He and his wife Gwen also graciously opened their home to the Instructors for the duration of the class. Lt. Paul Turner, Commanding Officer, Station Ft. Lauderdale and Capt. James Pruett, Deputy Commander, Sector Miami, ate lunch prepared and served by the students on Sunday and then addressed the class. Everyone at the Station was very supportive and the Food Service Officers (FSO) are looking forward to having some help in the galley. In addition, the FSO aboard the CGC Gannet, based at Station Ft. Lauderdale, assisted in the galley on Sunday and invited everyone in the class to tour the 87’ cutter. The entire experience was very positive for students and instructors alike. A future “AUXCHEF Roadshow” will take place in Key West on March 15-17 with more planned for the future.



**For more information on the AUXCHEF program in District 7, please contact:  
Paulette Parent ADSO-HR/ AUXCHEF, [PRPARENT175@AOL.COM](mailto:PRPARENT175@AOL.COM).**



# The Mentoring Gurus



## The D 7 Mentoring Project is Expanding!

Submitted by Rich Steinbach, ADSO-Mentoring

We have been very busy since my last update in January;

New Team members have been added.

The D 7 plan has been rolled out to three additional divisions and flotilla's.

The "Mentor Recruitment and Training Plan", Instructor's Guide and Task Sign-Off Sheet have been revised and are available for distribution.

Four Training modules are now complete and ready for distribution.

New Team Members- Please welcome Tom O'Connor 10-10, St Simons Island and Gil Thomas, 74 new ADSOs Mentoring/Retention

With the addition of Gil and Tom our team will be able to accelerate the roll out of the D 7 Mentor Recruiting and Plan to the Divisions and Flotillas in District 7.

Division responsibilities have been assigned as follows:

Tom O'Connor, [tomofssi@gmail.com](mailto:tomofssi@gmail.com) , Divisions 2-10-12 and 14,

Gil Thomas, [gthomas901@msn.com](mailto:gthomas901@msn.com) , Divisions 7-8-9-11 and 15

Rich Steinbach, [caneman20@comcast.net](mailto:caneman20@comcast.net) , Divisions 3-4-5-6-13 and 17

We are available to work with you and your Divisions/Flotillas and assist you in implementing the D 7 Mentoring Program.

Training Modules- The following Training Modules are complete and ready for distribution: Acronyms, Auxiliary Specialty Courses, Explanation of Ribbons and Uniforms of the Auxiliary.

Please contact any one of us at the addresses listed above for additional information.

Rich Steinbach, ADSO-HR Mentoring/Retention, District 7

[Caneman20@comcast.net](mailto:Caneman20@comcast.net) / 772-643-2067





# The Retention Guru



## Team Building

**Submitted by Tom O'Connor, ADSO-HR  
Mentoring North**

The challenge of every elected officer in the Coast Guard Auxiliary is Team Building. And, it is harder rather than easier at the flotilla level because all members may have not bought into the Auxiliary the way others up-the-chain have. Since Team Building is all about getting members engaged and then harnessing and directing the potential power of the membership, this subject is certainly in the domain of Human Resources.

When we think of Team Building, the positive side immediately comes to mind: setting, planning and achieving shared goals. Any book devoted to achieving organizational goals is dedicated to this view. Of course, this is not a trivial process, nor is it easily achieved. But since there are ample references on this approach to Team Building, I prefer to offer some different ideas. I call this Team Building with a Twist.

Very long before any of the current management gurus ever came on the scene, some other characters had a large influence on Team Building. In prehistoric times Woolly Mammoths and Saber Toothed Tigers caused groups of hunter-gathers to form teams for their very survival. This was the earliest form of what is now known as risk management. As it turned out, protection against shared risks continues to this day as a very powerful force for Team Building.

Now, the Coast Guard uses risk management. But, my observation is that it is used to avoid and minimize dangers to personnel and property. I suggest the use of risk management be expanded and used to address any and all risks that can come between the organization and its vision and goals. If flotillas utilized this proven force to enhance Team Building, I believe our members would become more focused and more productive.

Now, how can a flotilla go about this?

Establish the goals that the members will support through discussion and exploration (i.e. paint a vivid picture of the flotilla you want to be a part of);

Create a plan of action to achieve the goals, recognizing that incremental steps may be necessary;

Step back and ask, "What could go wrong?" This could be the disability of a leader; it could be CG budget issues; it could be an increased lead-time to qualify crew or coxswains; it could be FSOs losing motivation – there are lots of possibilities, don't stop with these.

Then, engage the leaders and members in discussions about how to avoid these risks if possible, or respond if they cannot be avoided.

Write it down and review it monthly. This is your Risk Management Plan.

An understanding of shared risks (to our plan) can help solidify a Team. While the goal setting and planning to achieve goals happens at the front-end of the time period, risk management is continuous throughout the time period – just like navigating with a planned dead reckoning track. Risk management serves as a continuous reminder of those goals and that vision. Risk management will cause members to work together, adjust course and ward off the threats to their plans. I encourage you to try it.



# The Retention Guru



## Remote Presentations

**Submitted by Tom O'Connor, ADSO-HR Mentoring North**

The D7 Human Resources Staff is currently promoting Mentoring as a means to achieve new member participation and increased retention. But, we were faced with a challenge – no travel funding to make our presentations to divisions and flotillas. Our solution is to make our presentations remotely via a free screen sharing Internet service at [www.join.me](http://www.join.me). Now, there are other similar services, so if you prefer another one, stick with what you like.

The free version of Join.Me allows for about 9 remote locations, supports voice as well as sharing a computer screen, and even allows remote control of that screen. The setup and use is easy. We have used this for four simultaneous locations.

1. The first time you use the service, you will need to download a small program to your computer. You will be prompted to do this when you use your Internet browser to go to [www.join.me](http://www.join.me).
2. Using the service from then on is simple. You are presented with a choice to **Share** and a choice to **Join**. If your screen is the screen to share with others, select **Share** (Basic, not Pro). It will come back to you with a nine-digit number.
3. Tell the remote users the nine-digit number. They will then enter this number in the choice to **Join**. Hit enter, and away you go. The remotes will be viewing the screen of the person who selected **Share**.
4. If you have a microphone and speakers on all computers and want simultaneous voice communications via Join.me, select the microphone icon on all screens. But, if you have less than broadband Internet access, a parallel conference call is recommended so the video has the bandwidth it needs.

We have found this to work reliably; and it sure solves our travel limitations problem. This works on PCs, Macs, iPads, iPhones (if you have great eyesight) and most probably other smart phones and tablets we have not tried.

If you want the presentation to be seen by a large group, connecting a projector to the remote computer will project the shared screen just as if the file was running on the remote computer.





# "Connie's Comments"

## The Role of the Public Affairs Officer

Submitted by Connie Irvin, DSO-PA

At a recent Division meeting I was again reminded during a discussion period that many flotillas do not have Public Affairs Officers. This in itself is an issue, but an even greater issue is that many flotilla commanders do not understand the important role that a well-trained PA Officer can play in expanding the public's understanding of the Coast Guard Auxiliary's role in promoting recreational boating safety and in "branding" the Auxiliary as the premier civilian volunteer component of the Coast Guard.

A Public Affairs Officer in the Auxiliary should do more than place schedules of up-coming Boating Safety Classes in the local weekly newspaper. Their role is to help the PE, HR, VE, PV and OPS Departments promote their various activities by developing: brochures, yearly boating class schedules, articles with appropriate photos about their activities for local newspapers, assistance in setting up safety displays at boat shows and VE blitzes, encouraging local television stations to cover Auxiliary events like teaching boaters the safe way to use distress signal, setting up speaking engagements with local civic groups to talk about "what" the Auxiliary does and in attracting new, younger, more diverse members....the list goes on and is really only limited by the imagination of the PA officer and the officers in the various departments. The ultimate goal is to reduce boating accidents and fatalities by creating public awareness of what we do and in assisting the Coast Guard in whatever way that we can.

The PA officer also needs to be trained so that they can support their local Coast Guard Station with press releases and articles about the local station and its members. The best training is the Aux-12 C School that is conducted three to four times a year around the United States. This three-day course is exceptional in learning about photography and about writing press releases, articles and in gaining media involvement. For those who can't get into Aux-12 right away, the Auxiliary offers a PA on-line introductory course (Aux-20) on the National Training site. FEMA also offers an on-line course for Public Information Officer (IS 29). The FEMA site can be obtained by using Google search and once on site, click the Independent Study site and IS 29 is on the second page.

Recreational boating safety is our main mission, but an equally important mission is to educate the public about the various ways in which the Auxiliary assists the Coast Guard and the boating public. When we present ourselves in a professional uniform manner and conduct ourselves with respect and honor and maintain a devotion to duty, then we will be "branded" in the public's eye as the best volunteer organization in the world. We are the best and all of us need to think of ourselves as being PA officers, for in truth, we are every time we go out in uniform to meet the public. The important role of the PA officer is to continue to actively promote both the Auxiliary and the Coast Guard within all of the missions that are mandated by Congress. Times change, missions change and money is always an issue, but with active promotion of the Auxiliary, we will continue to make a difference in boating safety whether we are active on land, on the water or in the air. Along the way, we need to gain new members by using well directed "branding" of the Auxiliary.

The Public Affairs Officer needs to be doubly Semper Paratus.



# Paperwork!

# Paperwork!



Submitted by Sue Hastings, DSO-IS

It is not often that I can report that we will be reducing paperwork. As many of you know the POMS (Patrol Order Management System) is being replaced with AOM (Auxiliary Order Management) system for the issuing and payment of orders for patrols. This system will be administered by the Operations Training Officer (OTO) with access by Sector and Air Stations.

With POMS a 7030 was created and depending on division the coxswain can send it to the IS officer to enter or the IS officer can go into POMS to download and enter. AOM will input the 7030 information directly into AUXDATA, once the patrol is approved by the Administrator. The IS officer will get a note that the mission has been entered into AUXDATA. She/he can then go into AUXDATA to check the mission and approve. This should eliminate some of the problems we have had with missing End of Mission information and data incorrectly entered. The 7030 in AUXDATA will match the information in AOM.

There are a couple of known problems with AOM:

- ◆ AOM was designed using the Firefox Browser. Blank screens & logon problems can occur when using Internet Explorer 8, 9 or 10. Firefox can be downloaded free at <http://www.mozilla.org/en-US/firefox/new/>.
- ◆ CLAIMANT (Owner) or OPERATOR (Coxswain/Aircraft Commander) must enter patrol data and complete (submit) within 60-days or AOM auto-cancels the Patrol Order. No patrol data is auto-entered into AUXDATA until the patrol data is entered into AOM and approved by Order Issuing Authority (OIA) and OIA/AOM Administrator.
- ◆ The problem with auto-entry is that there is no way to account for crew changes. Everybody in the crew list receives time credit for the entire patrol. QEs as in the past must submit their hours under a separate 7030.

There has been a lot of confusion concerning members accessing AUXDATA to get into AOM. These are two separate systems. The login request for AOM is through the Forgot Password function on the AOM login page. Remember the temporary password will be sent to the email address in AUXDATA. Please make sure that your email address is up-to-date. Also, please note your USER name when you get the first email notification.

In some cases, when the temporary password is changed in AOM and a member already has AUXDATA access, it also changes the AUXDATA password and they become the same. If you have a problem with AOM, you need to go back through that system to get password updated, etc. Do not contact your IS officer.

Members do not need to get AUXDATA access to see their mission hours. The best way to check your hours is to check the D7 Auxinfo reports in the D7 website: <http://uscga-district-7.org/>. Under Member Resources select the D7 Auxinfo Reports. Member's hours and other activity can be found in these reports.



# The Webmaster

## Communication Services

Submitted by Dave Hastings, DSO-CS

I have received a number emails lately indicating the District 7 webpage is out of date. The problem is now with the webpage but the browser you are using to access the webpage. It may not be automatically refreshing when you click on it. This is especially happening with Chrome because Chrome has to be manually updated every time.

Chrome does not automatically update the page like Internet Explorer, Mozilla Firefox, and Safari. People like Chrome because it loads fast but what is happening is that it does not go out to the web to load the latest version of the webpage.

Mozilla Firefox seems to be one of the better internet browsers. There has not been any reports with problems with this system. For the new Auxiliary Order Management (AOM) system, Fire Fox is the recommended browser.

Internet Explorer may not update every time you go into the website. This is dependent on how your browser is set.

The old D7 website domain has been recently closed down. If you had Favorites or Bookmarks linked through the old site, they will no longer work. You will need to go the new D7 site and relink your bookmarks. The URL for the D7 website is: <http://uscga-district-7.org/>.

When you go the D7 webpage you should check the What's New Page first. This will let you know of new information of interest to the members of the District.



**PLEASE NOTE:**

The Human Resources Department is planning to put a direct link on the District 7 Web Site. It will be located on the left side of the District 7 Web Site Home Page.

This link will make it easier for Auxiliarists to access member information.



# ***From the Materials Center***

**Submitted by Thomas Brickey, Mgr.**

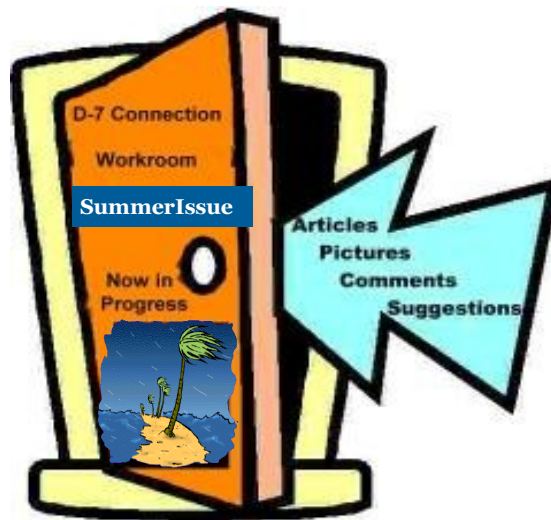
The Center is located at the CLW AIRSTA (Clearwater, Fl - USCG Air Station). We have only a small crew of volunteers however the Center is opened on Mondays and Thursdays from 1000 till 1400. This allows enough time to provide sales service to those members who are able to come to the Center for fittings of their uniforms. Special times can be arranged for groups by e-mail to: [manager@d7materials.org](mailto:manager@d7materials.org)

It is always a pleasure to meet members who come to the Center and we are pleased to be able to provide the Service Blue Uniforms for the new and veteran members. Our long standing service for the new member has always been a top priority. The ODU uniform is not available at the Center and must be ordered from the Uniform Distribution Center.

As a method to supply quickly to our flotillas we are now offering the ABS Course books at a discounted price. New materials for the 14th. Version of the BS&S Course will be introduced in late April. For all Educational Materials you can mail your order to: D7 Material Center PO BOX 1029 - PORT RICHEY, FL 34673. An order form is on the website for those of you that need. We will also mail this form to you for your convenience. Do Not record your credit card number on any forms; you may send your flotilla check.

The look of the website will be changing very soon to the format as the WOW websites we are all becoming familiar with. These changes will include a new security system and a new host server. These changes will also include some new volunteers to provide administration.

Looking forward to your ORDERS.



**A special thanks to all who have submitted articles and photos in this issue.**

**Articles/photos for the Summer Issue will graciously be accepted at:  
[d7happyrecruiter@gmail.com](mailto:d7happyrecruiter@gmail.com)**



# Around District 7 Division 1

Submitted by Vickie Aponte ,  
MSED-EMT-P DHS- USCG

On January 20, 2013, Division 1 Change of Watch was held at the United States Coast Guard housing in Guaynabo, PR. In attendance were Judith Hudson, D-CAPT-E, and from the gold side, Lt. Luis Diaz from Sector San Juan and Lt. Barril from Rio de Ponce.

The colors were presented by the Division 1 Color Guard. The newly elected bridge, Ramses M. Rodriguez-Diaz, DCDR and Jose I. Caban, VCDR, along with appointed officers were sworn. Awards were given to those members who volunteered the most hours during 2012.

A good time was had by all.

## Change of Watch





# Division 5



## Finding Motivation and Inspiration

**Submitted by Stu Landau, IPFC  
Flotilla 51**

Many of us find that the new year brings out the everlasting optimism in all of us. January is the time when we fashion our best dreams along with a hearty sense of energy and mission.

We develop greater and more inspiring, more challenging goals to strive for in the coming year than we accomplished in the past year.

As members of the U.S. Coast Guard Auxiliary we try to set higher goals for ourselves especially when a new flotilla commander is elected; we show support for his or her leadership skills and his or her direction. With his or her commitment, energy and passion to do an outstanding job as the leader of the flotilla, we are eager to get involved in order to make our leader shine like a glowing star in the sky.

But as time goes by – days, weeks even months – we begin to lose our perspective, focus and even direction.

Toward the end of the year, we have completely forgotten what initially inspired and drove our passion in the first place.

The question is: Why? How do we then maintain the inspiration/motivation during the entire year

Sometimes, the flotilla commander may need to go outside the nucleus to find fresh ideas that will spark new light in his or her planning process to inspire and motivate us once again to want to reach for the stars.

Don't despair, this happens in all flotillas. Let's help our leader to find motivators and mentors within our flotilla family who will help and guide us.

We certainly have seasoned professionals among us who are anxious to help our flotilla maintain a position of pride within our ranks and the ranks of District 7.

Keep this thought in mind: It is easy to criticize, but difficult to introduce a possible solution or suggestion.

What if we, U.S Coast Guard Auxiliarists – and members of Team Coast Guard during this year – set goals of simply trying to do better than last year? What if the goals are simply to do more vessel examinations, partner visits, attend more public affairs events, take classes to become AUXOP (Operational Auxiliarist Specialist) certified, etc.

Just do more this week than last week, to make the current month better than the last, for no other reason than because we want to finish in 2013 as a better flotilla and Auxiliarist and be recognized as *The Stellar Flotilla*.

What if, as a long-range goal, we accomplished as Auxiliarists, through doing our part to inspire not only ourselves, but all members in all flotillas to join us in making a contribution to something bigger than ourselves? – that being the U.S. Coast Guard.

Our prime purpose as an Auxiliarist is to save lives and to help our fellow flotilla members whenever and wherever possible.

And if we can't help each other, we should not hinder those who are striving to contribute.

In closing, consider this thought from President Harry S. Truman: "It is amazing what you can accomplish if you don't care who gets the credit."



## WELCOME THE STRANGER

Submitted by Stu Landau, IPFC  
Flotilla 51

The last time you were at a monthly flotilla meeting, how did you feel? What was it like? Did you know most of your fellow Auxiliarists? Did you know anyone else there? Did anyone say hello? Did you feel that it was a place where you belong, maybe, even a home away from home?

In many of my conversations with prospective new members, even members of our flotilla, as well as other flotillas I have visited as an Assistant District Division Security Liaison, ADDSL-5 for that matter, I have found an alarmingly negative response. My feeling is that all anyone should have to do to be greeted with warmth and acceptance is walk into the room. Nobody will be turned away.

Obviously, if you are reading this, you are already a member of a flotilla and support the U.S. Coast Guard Auxiliary as a member. But do you realize the fear and anxieties of those perspective members who may want to join the organization? Do you realize that the person or persons standing against the back wall or sitting alone in the back of the room *wants* to be recognized and welcomed, but may be too overwhelmed to start a conversation? Do we honestly approach a prospective or even a relatively new member, who may be too nervous or intimidated to start a conversation? Do we approach an unfamiliar face with a sense that a new “friend” or even a potential new member is standing in front of us, but is too nervous to see the true meaning of “fellowship” and that we are truly a very special kind of “family”?

In recent times, I have often heard from first time visitors that they feel out of place and uncomfortable. They have no clue what was happening during the meeting.

With assurance I tell them: Don't worry!!!! It's the same for many of us seasoned members too. It simply takes some of us longer to get our feet wet and get recognized as well as feeling comfortable in the surroundings. Once you get involved in whatever your interests may be, folks here will start to notice you, your particular area of interests, enthusiasm and your outward willingness in being a productive member of the Auxiliary. With some specialized training of your choosing, you too will be one of among many welcome members of our great organization.

What I am bringing out is, we would do well to remember that the person or persons who actively makes a choice to become a member of the U.S. Coast Guard Auxiliary is *special* and should feel welcomed in an organization full of others who also have made the same choice.

To welcome the new “stranger”, obviously, someone you do not recognize, is to do more than just make him or her feel comfortable and to make him or her understand what we are all about. But to make him or her understand how prestigious our organization really is and how we are an overwhelming asset to the U.S.C.G. and the Nation.

It is written, “welcomed the strangers that turned out to be angels”. We never know who we might be welcoming. May we ALL be part of helping everyone to understand how special our organization truly is and respected by all.





# Division 7



## Division 7 HR Workshop

Submitted by Gil Thomas, ADSO-HR

On March 9, 2013, Marla Short, SO-HR Division 7, conducted a Human Resources Workshop at Flotilla 72, in St. Petersburg, Florida. In attendance were Flotilla Commanders, Flotilla Vice Commander, Member Training Officers, Human Resources Officers and anyone who was interested becoming an HR Office or Fingerprint Technician.

The workshop was divided into three sections. The ANSC 7001 New Member Application (10-12) was presented in Section one. Marla Short, FSO-HR, discussed the proper procedure for filling out and submitting this new form. Section two was presented by Gilbert Thomas ADSO-HR-7. This section explained the new District 7 Mentoring Program. Mentoring information was available for those interested in becoming a mentor. Fingerprinting was presented in Section 3. Instructor, Clifford Martin SO-OP-7, explained how to become a finger print technician. He also showed those interested how to do an actual fingerprint. Fingerprint cards were available for those wishing to give it a try.

The event proved to be a big success for HR.



**Jeff Gines, Judy Clapp and Cliff Martin**



**Marla Short, Steve Hunnicutt, and James Troiano**



**From the left: Judy Clapp Flotilla 75, Jeff Gines, Steven Hunnicutt Flotilla 74, Cliff Martin Flotilla 79, Marla Short Flotilla 72, and James Troiano Flotilla 78**



# Division 9



## WWII Coast Guard SPAR/Auxiliarist Highlights Women's History Week

Submitted by Connie Irvin, DSO-PA

**S—Semper  
P—Paratus  
A—Always  
R—Ready**



When Sector St. Petersburg personnel asked Dorothy Kurtz, WWII Coast Guard SPAR, to be a guest speaker at their luncheon on March 22, they opened a door for Kurtz that was not opened in December of 1942, when at age 20, she joined over 11,000 women nationwide who answered the call to support the war effort. In 1942, Kurtz was not allowed to be aboard ships or to travel outside the United States under the Coast Guard auspices. It was a sign of the times, but times have changed.

Kurtz's involvement at the luncheon, held at the Windjammer Lounge on Sector St. Pete's site, was attended by dozens of active duty Coast Guardsmen. They found her tales of boot camp in New York to be amusing, especially when she related that, "My mother used to walk the several blocks from our home to the boot camp site in the Bronx and bring Mary Jane candy to the drill sergeant. I don't know what he thought." She brought the peanut butter candy along and the Guardsmen got a chance to enjoy it. I suspect the long ago Navy Drill Sergeant also did.

She was a hit with the women on the panel who came to be a part of the conversation about

women in the Coast Guard. The others, Sector St. Pete Commander, CAPT Sheryl Dickinson, H-60 pilot, LT Chelsea Kalil and YNCS Mary C. Gandy, (SPO) all had one thing in common with Kurtz. They refused all through their lives to take "No" for an answer, especially when they wanted to achieve something that had not been open to women in the past. Kurtz for them is a pioneer. She broke a barrier when women were accepted for duty in 1942. But that ended in 1946 when WWII was over.

The SPARs were disbanded and women were not a part of military service for years to come but Kurtz had helped open a door.

Her visit to Sector St. Pete resulted in an invitation to come to the Clearwater Air Station to talk to the Guardsmen stationed there. And so, on March 26<sup>th</sup>, Kurtz found herself at Lewis Hall talking and answering questions from some of the 500 men and women who maintain and operate the Rescue Helicopters and C-130s located on the base. Again, she was a hit. YN2 Lisa Siebert escorted Kurtz around the base and 90 year old Dorothy got to do things that were not permitted during her years of service (1943-46).

## WWII Coast Guard SPAR/Auxiliarist Highlights Women's History Week

H-60 maintenance and air commanders placed her in the cockpit of a C-130 and in the seat of an H-60 helicopter. They lifted her in a rescue basket and asked for her autograph and treated her as she says they treated her so long ago, "with respect like I was their sister, or mother or grandmother." Some things have changed through the years, but the Coast Guard ethos of Respect, Honor and Devotion to Duty has lasted. Kurtz's love for the Coast Guard stayed with her for decades, so it was no surprise when she joined the Coast Guard Auxiliary in 2011.

She has been a special guest aboard the CGC "Marlin", an honored guest at the launching of the new CG Cutter "Dorothy Stratton" and a guest at the retirement party for VADM Sally Brice O'Hara. All of this has been rewarding for her, but nothing touches her more than the spirit and the pride that she sees in Coast Guard personnel. "They're simply the best." And, she means it.

*The video oral history of Dorothy Kurtz can be seen on the Coast Guard Live web site under the CG history section.*



**Dorothy Kurtz, WWII SPAR, is thrilled as she pushes the button that turns on the electronics in the H-60 Rescue Helicopter.**



**AMT3 Jabob Ylitalo hoists WWII SPAR, Dorothy Kurtz, in a H-60 Helicopter Rescue basket.**



**Sector St. Petersburg Commander, CAPT Sheryl Dickinson (l.) and Dorothy Kurtz (r.) admire the coffee cups that feature a WWII SPAR poster image.**



**Women in History panelists, (l. to r.) CAPT Sheryl Dickinson, WWII SPAR Dorothy Kurtz, LT Chelsea Kalil and YNCS Mary C. Gandy share a moment of lightheartedness at the luncheon.**



# Division 11



## A Search and Rescue Case – With Lots of Positives for the Auxiliary and the US Coast Guard

**Karen L. Miller, DCDR-11**

It was the middle of January, on a Thursday, and the Auxiliary was all over Station Sand Key in Clearwater, Florida. One Auxiliary member was working in the Communications Room and an Auxiliary facility with crew was on base as the Search and Rescue (SAR) boat for the Station. Another Auxiliary facility was out in the Gulf of Mexico working as a target and pick up boat for a C-130 making practice drops.

Station Sand Key uses Auxiliary boats and Operational Excellence certified crew every Tuesday and Thursday as their SAR responders so the Station personnel can use that time more effectively maintaining their multiple platforms from 24', 25' and 45'. Similarly, every Thursday they have an Auxiliarist stand certain Officer of the Day (OOD) duties to relieve the regular OODs to handle their other duties without interruption.

The SAR stand-by facility for this day was *Harmony*, owned and coxswained by Bill Clark, Division 11's Operations Officer. His crew were: Kristi Mackey and Carl Mogavero.



Sand Key serves chow from 1130 to 1200 and Bill and his crew had just secured from patrolling the local area “looking for trouble”. All was quiet. They sat down to eat at 1130 when Auxiliarist Karen Miller handled a call from a commercial fishing vessel reporting they found an unmanned kayak, adrift, about three miles into the Gulf of Mexico. Miller hit the SAR

alarm and *Harmony's* crew were tasked to rendezvous with the commercial fishing vessel, assess the situation and begin an appropriate search pattern to look for the missing operator of the kayak. So, lunch got thrown out and everyone jogged out to *Harmony*.

While they were making their way to the last know position of the kayak, Sector St. Petersburg's Command Center emailed Miller a computer generated search pattern to be relayed to *Harmony*. The normal procedure to pass the search plan to the search vessel is to get on the marine radio (VHF) and read all the turn points to the crew. This is the way it's done for all small SAR response boats – Coast Guard and Coast Guard Auxiliary. That would be fine, except there were 22 legs to the search pattern, with a latitude and a longitude (out to three decimal places), the time on the leg and a course for each leg! That was more than 600 items of information that had to be passed in a relatively short period of time – all prone to the vagaries of the airwaves.

Then, Miller remembered that Clark always carried his iPad with him and that the iPad would be able to receive email. So, she forwarded the search pattern to his iPad and in less than a minute, *Harmony's* crew had all the information they needed to successfully conduct the search for the missing kayaker. After meeting up with the commercial fishing vessel which was anxious to get back to work, Clark reported all the information about the kayak. It looked well used, had no marine growth (so it probably wasn't in the water for long) and had no identifying marks to help determine who might have owned it.

Sector St Petersburg asked Miller to have *Harmony* take possession of the kayak and run the search pattern transmitted to them. After almost two hours of searching, along with the assistance of a HH-60 helicopter from Air Station Clearwater, Sector St. Petersburg instructed that they should “stand down” and return to base (RTB) with the kayak to give to the Coast Guard Station to maintain possession until the owner was either reported missing or some other action occurred to close this “case”.



# Division 11



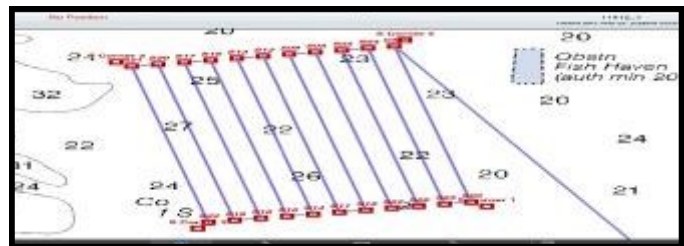
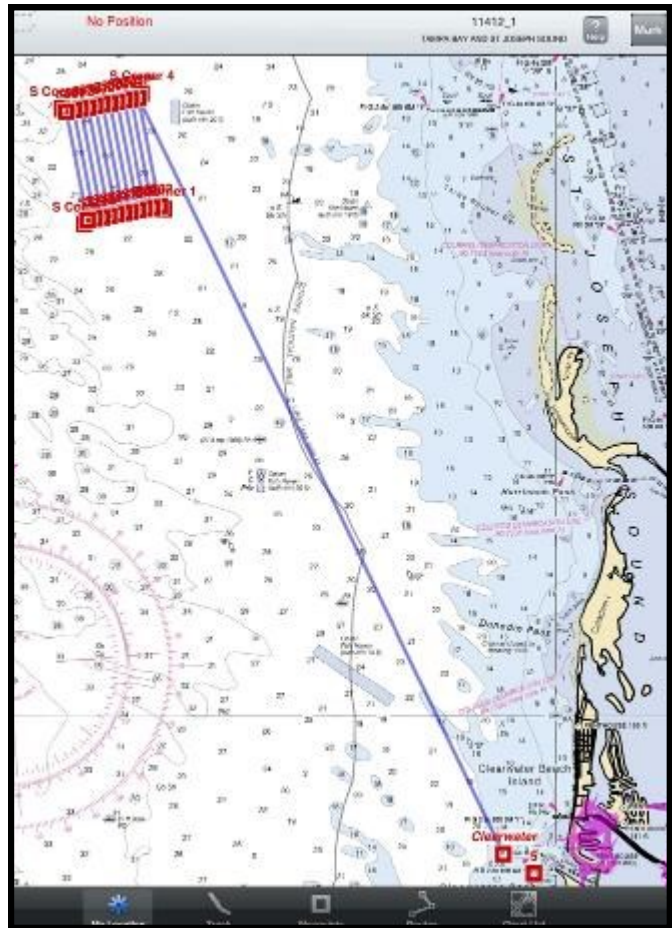
## A Search and Rescue Case – With Lots of Positives for the Auxiliary and the US Coast Guard

The problem was that *Harmony* was about three miles from their home port and more than 15 miles from Station Sand Key. They would have had to motor all the way to the CG Station, drop off the kayak, and motor all the way back to their home port. So, Miller convinced Sector St Petersburg that it was much more efficient to bring the kayak back to *Harmony's* marina and have the Station send up personnel via truck to bring back the kayak. And, that's what happened. But, there's more to the story ...

*Harmony* is sitting at the dock with the kayak onboard waiting for the Station personnel to arrive. When they pull into the parking lot at the marina, so does a man in a white truck. As they all walk towards the docks, the man is a little ahead of the Station personnel. As he gets to the dock, he declares, "that's my kayak." Everyone looks around in amazement. What are the chances?

So, the Station personnel ask him how he lost it and how can he prove it's his? The man explained that it was tied to his dock the night before and it was missing in the morning. He thinks it probably broke loose because of the wind overnight. He was going up and down the road leading from his house and dock asking if anyone saw his kayak.

How to prove it's his? He went home and came back with a photograph showing him with his kayak. Everyone was satisfied: the Station personnel left, Clark was relieved that the search really was in vain and there wasn't a person in the water hoping for someone to save them, Miller was satisfied that she and the Auxiliarists used technology to save a lot of time and to assure accuracy and Sector St. Petersburg was pleased with such a tidy ending to this case.



**Harmony's Search Pattern**



# Division 11



## Epiphany 2013 Celebration

**“The Coast Cutter”**

**Joan Jennings-McCabe, PA, Flotilla 11-9**

Home to one of the largest Greek-American communities in the United States, Tarpon Springs pulls out all the stops to celebrate one of the holiest days in the Greek Orthodox Church, Theophany (“Epiphany”).

For the 107th time, young Greek men, ages 16 to 18, dove into Spring Bayou to retrieve a special cross thrown into it by a Primate of the Greek Church. The “cross dive” attracts people from around the world to Tarpon Springs. Retrieving the white wooden cross from the water is considered a high honor bringing one year of good luck. Traditional row boats are drawn up in a circle, tied to a rope. The boys in traditional white tee shirts and blue shorts climb aboard and dive off when the cross is thrown. While Spring Bayou is only about 4 to 5 feet deep where the cross is thrown, safety of both the divers and participants brings out a presence from our US Coast Guard Auxiliary Flotilla 11-9. The Auxiliary presence is one of the many ways our flotilla serves and protects during water-borne events in the community.



**Ready**



**Swim**



**Dive**



**Winner—Vasily Harding**



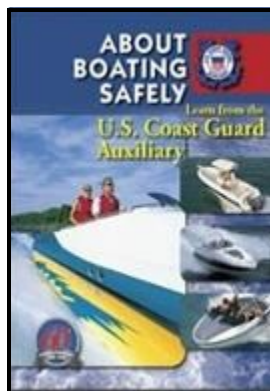
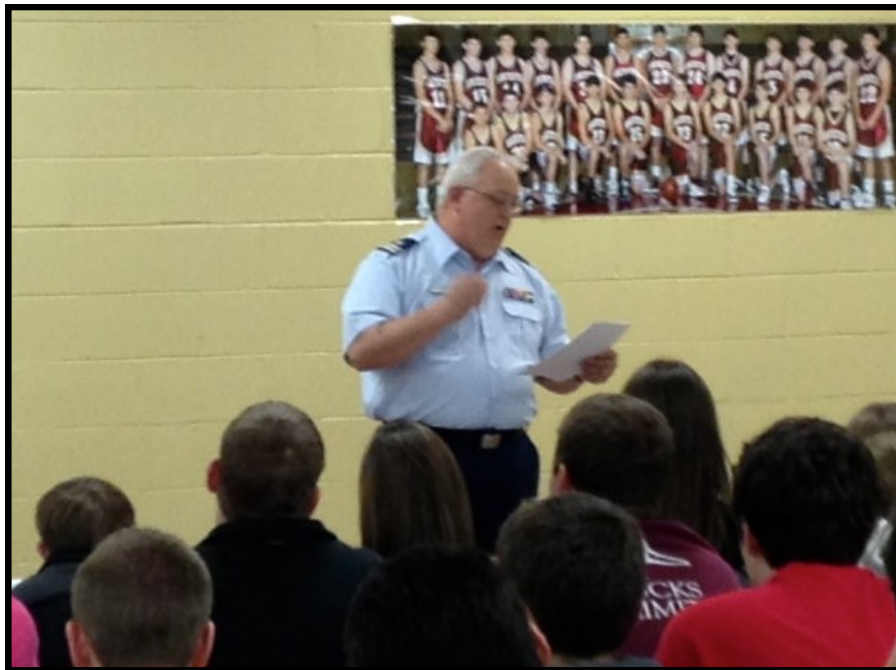
# Division 12



## PUBLIC EDUCATION

Submitted by Ellen Newman, FSO-PB  
Flotilla 12-1

We had a bonus for Public Education this month. A letter sent two months ago to the schools made its way into the hands of an interested teacher, Melissa Moorer, at Dorchester Academy. She called to ask if our flotilla could make a short presentation to the 9th-12th grade students who were studying *'The State of South Carolina'*. John Owen, FC 12-1, answered "the call" with a half hour presentation on South Carolina waterways. The students were VERY interested in one particular boating regulation, the 'under 16' requirements, and followed up with the usual question: "Is it **under 16** or is it **16 and under??**" (It's under 16). It was great to reach almost 100 young potential boaters with a quick message about boating safely--Thank You Miss Melissa for following through! And since we had some momentum, we offered to present the full About Boating Safely (ABS) course to any interested students at no cost to the students if the Academy would host the program. Ω





# Division 14



## Antenna Party Helps Flotilla Fulfill Communications Missions

Submitted By Helen Russette, Flotilla 14-5

Overcast skies and steady winds didn't deter Auxiliarists in Green Cove Springs, Florida (14-5) from erecting a high frequency (HF) antenna at their headquarters building (HQ) on February 23rd. Fellow "radio-heads" from Orange Park and St. Johns County Amateur Radio Clubs (HAM Radio) supported the physical effort. Once the device was hoisted into place and properly secured, as predicted, the sun broke through and winds abated. Test calls made to the Marine Emergency Network (14.340 MHz) verified the new HF system's clarity and power, signifying a successful installation.

Amateur Radio Emergency Services (ARES) volunteers then attacked the most cerebral aspect of the project, programming flotilla radios to operate in Automatic Packet Reporting System (APRS) mode, an amateur-based radio system for real-time tactical digital information communications of immediate value in the local area.

The impact of this event is two-fold: 1) HQ is ready for inspection to qualify as an Auxiliary HF fixed radio facility, to participate in the Auxiliary HF Telecommunications Program, and 2) HQ radios are now equipped with APRS capability to assist at local authorized events. Communication and good communicators are at the heart of any successful mission and these two important milestones enable 14-5's Communications Team to better fulfill Response Directorate missions.

Coast Guard Auxiliary HF Telecommunications is the program supporting Auxiliary operations during "contingency operations." That includes official orders to Auxiliarists augmenting the Coast Guard communications system, and assisting national resources in times of disaster.

APRS capability enhances 2-meter VHF radio support of events such as the Great American Clean Up and St. Johns River Celebration, part of our nation's largest annual community improvement program. In concert with other community agencies and groups, Flotilla 14-5's HQ can now serve as Network Control Center, applying APRS search and rescue (GPS-supported) functionality to assist with marine safety and environmental causes. Along with field Auxiliarists, ARES/HAM radio operators who are trained to work with FEMA and other crisis response agencies will augment the process in strategic locations throughout the event area.

Finally, as a working event and fellowship occasion, *Antenna Party* attendees, apparently operating on similar wave lengths, celebrated their day's triumphs with a light lunch and some interesting conversation. For more information about USCG Auxiliary's Telecommunications Division, visit <http://wow.uscgaux.info/content.php?unit=R-DEPT&category=communications>.



Foreground With Slingshot is Adrian Gray, ARES Volunteer; Wearing the Red Hat is Willem Loupatty, IPFC; Wearing ODUs is Jeff Doubleday, FSO-CM ; Sitting on truck step is John Russette, SO-CM



Left to Right: Adrian Gray, ARES Volunteer; Jeff Doubleday, FSO-CM 14-5; Willem Loupatty, IPFC; John Doubleday, Watchstander; John Russette, SO-CM; Wayne Beard, FSO-PE/MT; Dick Bennett, ARES Volunteer.



# Division 15



## My Story By Ray Pullen—USCG Retired, Flotilla 15-8

I was born 27 October 1937 in Portland, Oregon and was a child of World War II, Korean War, Cold War and Vietnam War eras. It was my patriotic nature to be involved in the Cub Scouts, Boy Scouts and Explorer Scouts having been awarded a Troop Scout of the Year 1950 Cup and in January 1953 the Eagle Scout Medal. I was even a member of the Order of the Arrow consisting of spending two days in a coastal wooded area providing for myself with no food or shelter. I graduated from high school at age 16.

During the Korean War, I remember seeing the Football Coach who was a USMCR Major and about 12 of his football players volunteering in the USMC. I completed my high school education at age 16 ½ and had a wrestling scholarship at a local college, but I could not decide what to do with my life. My father told me to consider the service till I was older and then decide what to do. As it turned out, I joined the USCG on 23 November 1954 as the Korean War Peace Treaties were being completed. I was less than 1 month over my 17<sup>th</sup> birthday and my mother had to sign for me.

My first duty station after Boot Camp in Alameda, CA was on board a buoy tender named CGC IVY and it was commanded by LCDR Ray Evans. He was awarded the Navy Cross for a desperate situation in WWII Guadalcanal. As it turned out, I completed my career on a vessel named for the only Coast Guardsman to be awarded the Medal of Honor for the same action. The ship was named CGC Munro in honor of Signalman First Class Petty Officer Douglas Munro. So my Coast Guard career began with a hero and ended on a ship named after a hero. Little did I know that in later years, I would also be honored as a Coast Guard hero?

My Coast Guard duty consisted of Lifeboat Stations on the Columbia River and Monterey Bay, CA, a Group Office overseeing Lighthouses and Lifeboat Stations and I was a Recruiter at that time. I served on a Radio Station with a Lighthouse, three Coast Guard Cutters, two Loran-A Stations each for a year without family, which were on a small island off of

Okinawa. I had been promoted from Chief Petty Officer Electronic Technician in Okinawa, Japan, and then when I made Warrant Officer W-1, I served as the Executive Officer at Carolina Beach Loran-C Master Station, in Carolina Beach, NC.

I received my orders to Vietnam when the CG asked for volunteers in June 1966. The following month, our In July of 1966, our civilian friends along with all of our children went camping on Topsail Island, NC just north of Wilmington, NC. A civilian was shouting at us that people were stranded on a sand bar just offshore the beach, but they were to scared to come inshore even though they had a life raft. So my friend and I grabbed two boat cushions and 50 ft. of line to go out and tow them back to shore. We told them to head up the sand bar to where it came closer to shore and we would meet them there. We entered the water, but we did not know that people were shouting at them from the beach to stop and wait for a fishing vessel to catch their eye. As it turned out, the two men were plucked off the sand bar by the fishing vessel. We were then caught in a rip tide and tried to swim out of it, but it kept pulling us out to sea

At that point, I untied the line from my waist and told my friend, who was ten years older, to tie the cushion to his chest while I did the same. By that time, we were approximately 3 or 4 miles out to sea and could only see the hills when we crested on swells. My friend, who I was towing, and I had the bruises to prove it, kept telling me to let him go and save myself. I could not do that. Eventually we were approaching an off shore sand bar and managed to climb up even though we were still in waist deep breaking water. It was then that we realized we were on an uninhabited island south of where our family was and we had been in the ocean over three hours. We were cold and probably suffering from hypothermia, so I told my friend that we should walk north on the sand bar and then swim across the Topsail Island Inlet. When we did that, we noticed a couple of fishermen in the Inlet and caught their attention. They came over and took us across the Inlet. They could not believe that we



## My Story By Ray Pullen—USCG Retired, Flotilla 15-8



survived that long in the water with darkness fast approaching. They said they heard that two men had drowned. Our families were still on the beach looking out to sea, when my youngest daughter noticed us walking tiredly up the beach. They all rushed to where we were and it was a very tearful reunion. Whenever I tell this story, my emotions take over and do not compare to the following events in the Republic of South Vietnam.

At that point we were ready to head west where my family would be staying in Vancouver, WA while I was overseas. Several Commanding Officers took no action subsequent to that episode and I let it fall out of my memory. Approximately 35 years later, I persisted and sent all the paperwork to the Coast Guard. My friend was given a Silver Lifesaving Medal in Wilmington, NC. I was given a choice to accept a Coast Guardsman Medal or Silver Lifesaving Medal that I chose even though it was ranked lower than the Coast Guardsman Medal.

The medal was given to me in Portland, OR at the Rose Festival on board the newest buoys tender CGC SPAR by the USCG Commandant Admiral James Loy. Ten-lady Spar's were in attendance as well as four Navy and USCG Admirals, several Commanding Officers of ships in port for the Festival, plus federal and local politicians. To date since 1874, about 620 Gold Lifesaving Medals and 2300 Silver Lifesaving Medals have been awarded. Only the Purple Heart strip of cloth from 1776 and Medal of Honor of 1861 are older. In 2001, my grand children had never seen me in uniform and it was a very pleasing event.

I had to go through 6 weeks of training prior to going to Vietnam. We got into physical shape and trained with various USA and foreign small arms. I did go to Vietnam and left the USA with a Good Conduct Medal with small bronze star, and a just reissued National Defense Medal. When I retired from the USCG and even in civilian life, I received more medals or ribbons totaling 17 with Officer Cutterman and Surfman Devices. The Surfman Device was given to a few old coxswain sailors for their performance aboard the 36 and 52 foot wooden surfboats on the Columbia River in the mid 1950's

During Tet Counteroffensive of early 1968, we were on constant General Quarters and involved in several firefights. I will not describe them in detail because it is too unsettling to remember. The US Navy gave us two Navy Unit Commendations equivalent to a unit Silver Star, and a Meritorious Unit Commendation equivalent to a unit Bronze Star. We also received a US Navy Combat Action Ribbon, which is a decoration. The Viet Navy gave me a Vietnamese Cross of Gallantry Medal and Civic Action Medal, and at that time they were not to be worn on the uniform because they were foreign

decorations. It was many years later that I knew they could be worn. A year or two later, that the Vietnamese gave almost all of the troops, a Cross of Gallantry Unit Commendation and a Civic Action Unit Commendation.

After I retired on 1 June 1977 aboard the CGC Munro, my wife and I took a job with Seattle Yacht Club on remote Henry Island just offshore from Roche Harbor Resort on San Juan Island, WA, about 90 miles from Seattle. We lived there for 11 years then I took a job in Friday Harbor, San Juan Island, WA and sold real estate for a couple of years. Prior to that I had gotten a 49 Passenger Captains License issued by the USCG. In five years, that license was upgraded to a Master's License as a US Merchant Marine Officer. I never sailed on large ships, but I did deliver a 48 foot pleasure craft from San Francisco, CA to Puget Sound, WA. Then I delivered a 54 foot seiner fishing vessel to Ketchikan, AK. We owned a 46 foot sailing vessel that we lived on for several years, and sold it and moved into a large motor home which we travelled spending two winters in Mazatlan, Mexico and British Columbia, Canada. We ended up living in Key West about four and a half years at the Naval Base RV Park. Health problems arose over the years, so we decided to buy a home in Hernando Beach, FL because of the hospitals in the area. That was when we noticed the USCG Auxiliary.

I went down to the Auxiliary Building and told them I wanted to volunteer my services. When they heard that I had been a USCG Recruiter, I was asked if I was interested in being a Career Counselor. It was very unusual, but I had my uniform and we were off and running to the local high schools and meeting the guidance counselors. I was taken through the tests, which I passed with flying colors, and finally I was sworn in on 2 September 2002. I immediately began taking courses over the next couple of years earning my Auxiliary Operations device as well as various other courses needed to teach classes, vessel examiner, program visitor, Aids to Navigation, Crew, and finally Coxswain. I served in several Flotilla Staff Positions as well as Division Staff Positions. I was elected Flotilla Vice Commander, but had to resign because of worsening health. I had already suffered three heart attacks, nine stents, and a quadruple bypass operation. After one of my last stents, I felt much better and in 2008 was elected Flotilla Commander of Flotilla 15-08. All together my Auxiliary career rewarded me with eleven medals and ribbons, many with small bronze stars or other attachments and the Coxswain, Past Officer, and AUXOP devices. In November 2011, I had my second Triple Bypass operation. That was my final year of active participation in the Auxiliary, and I have to say that my active duty Coast Guard and Auxiliary service were life fulfilling career choices. I would do it all over again!



# Division 17



## Thunderbirds Request Local Auxiliary Support



*Submitted by Mike LeBlanc, Flotilla 17-9  
Photo taken by Sarah LeBlanc, Flotilla 17-9*

March 24, 2013 - The USCG Auxiliary Flotilla 17-9 Titusville, Florida was called into action to support the TICO Warbird Airshow, in particular the USAF demonstration team Thunderbirds. For four consecutive days the Auxiliary members were tasked with deploying buoys, boat patrols, search and rescue, aircraft navigational aids, public affairs and communications. The Coast Guard Auxiliary was required to maintain security over a particular area of the Indian River the Thunderbirds would be flying over during their three day event. This was no small task for the small flotilla but its members were eager to accept the challenge. Cocoa Flotilla 17-6 sent two boat crews to support the river operations.

The TICO Warbird Airshow occurs each year in Titusville but this was the first visit and unfortunately the final show for the Thunderbirds due to budget restrictions. We all knew the Thunderbirds would want to make this a really special show so the Auxiliary wanted to make sure everything went just right. Jim Roche was in command of the river operations, Bob Balke Response Vessel and Mike LeBlanc the land portion which included the Public Affairs booth where they handed out safe boating information,

helped kids learn how to put on life vests and VHF communications with the patrol boats. Together they brought it all together through coordination and communication; everyone was in the right place at the right time throughout all three days.

The final day of the show became the most stressful as a cold front loaded with severe weather was heading towards the Titusville area. Just before noon, the winds had picked up to 40 knots and vendor tents were being brought down to prevent damage and most of the aircraft including the parachute jumpers were not able to perform. The two 35 foot boats, which the Thunderbirds used for navigation markers, were unable to get underway due to the increasing high winds. The Auxiliary response boats were able to get on station and act as the centerline marker for the Air Force. The response boat was also able to assist a vessel in distress. TICO organizers moved up the show time which gave the Thunderbirds just enough time to delight the crowd before the weather moved in.

TICO Organizers and staff along with the Thunderbirds were very pleased with how smooth the entire event went.



# **Welcome**



**January 1 to March 31, 2013**

**Division 1**

**Cortes\_Gonzales, Pedro**

**Division 3**

**Benoit, Robert E.  
Davis, Debra  
Diehl, Gunter  
Knight, Larry E., Sr.  
Reyes, Janet  
Rosner, Ira  
Sanchez, Jose  
Stasik, Adelina**

**Division 4**

**Goodwin, Martin  
Hupp, Russell  
Janssen, Rodney L.  
Young, Brent**

**Division 5**

**Almonte, David  
Bucello, Louis  
Gverovich, Ronald  
Harlow, Louis D. III  
Hutcheon, Robert  
Jewett, Connor S.  
Lanaville, Kenneth  
Phillips, Karen K.  
Markunas, John  
Mazur, Susan  
Moulton, Kenneth  
Smith, Roger  
Walker, Stephen  
Yancy, Timothy**

**Division 6**

**Lane, Arthur  
Balisok, Kalmen  
Colson, James  
Marrero, Vanessa  
Medina, Waldo  
Moppert, Carol  
Perez, Ryan  
Quinones\_Quintana, Jose  
Rios, Surey  
Rockwell, Arthur  
Sant, Kasar**

**Division 7**

**Agrawal, Ann  
Anderson, Paul  
Blair, Jeffery  
Confer, Milford  
Dargan, Benjamin  
Debeta, Michael  
Jones, Erik  
Logan\_Porter, Jennifer  
Metcalf, Steven  
Norris, Henry A.  
Pate, Thomas  
Ripple, Francesco  
Satterfield, Jack W., Jr.  
Schmidt, Emily  
Sledjeski, Derek  
Van Hoek, Jan  
Villanueva, John**

**Division 8**

**Brown, Brett  
De\_Stefano, John J.  
Jones, Karen E.  
Koratich, Matthew  
Leavitt, Matthew  
Sanders, Robert  
Sheppard\_Millette, Linda  
Zacaroli, Thomas**



# ***Welcome***



## **Division 9**

**Allsen, Frederick  
Boccagna, Stephen  
Christopher, Clyde  
DiCostanzo, Carolann  
Glenn, Kaylyn  
Gosselin, Bandon  
Laskau, Howard  
Lee, Danny  
Mulligan, Frank  
Rinehart, Charles**

## **Division 10**

**Klinowski, William  
Ladzinski, Edward  
Sharber, Michael**

## **Division 11**

**Bonnem, Robert  
Bronner, Robert  
Burgess, Edward  
Collier, Katherine  
Dubois, Richard  
Gore, Shannon  
Harrington, Timothy  
Hines, Sherri  
Hoback, Sabrina  
Kuhlmann, Jack  
Litov, Jacob  
Lloyd, Kathleen  
Mackey, Jennifer  
Malick, Gordon  
McEvoy, Tawnya  
McMahon, Matthew  
Oursler, Connor  
Prigel, Nicholas  
Ryan\_Feger, Shannon  
Saksa, James  
Stevens, Ambur  
Stevens, Robert  
Thien, Barbara  
Vernon, Kyle  
Warner, Dale  
Zartman, Paul**

## **Division 12**

**George Charles  
Koslap, Lawrence**

## **Division 13**

**Benn, Linda  
Bodchon, Nicole  
McKinnon, Angus  
Moore, Terry**

## **Division 14**

**Aiello, Michael  
Barrera, William  
Baughman, Michelle  
Brasfield, Darryl  
Bridges, Corey  
Gibbs, Jakail  
Holding, Gregory  
Jackson, Totiana  
Landry, Christopher  
Lawrence, Walter  
Linda, Eric  
Linda, Marion  
Machin, Raul, Jr.  
Pilling, Evan**

## **Division 15**

**Burley, William  
Erdman, Adam  
Erdman, Wendi  
Jefferson, Maia  
Zimmerman, Herbert  
Zimmerman, Marian**

## **Division 16**

**Bohlke, William Jr.**

## **Division 17**

**Dias, Paulo  
Langevin, Chandler  
LeBlanc, Sarah  
Verbeke, Daniel  
Wronowski, Mark**





# ***2013 Retirees***

**January 1 to March 31 2013**

**Department of Homeland Security  
United States Coast Guard**

*Takes pleasure in conferring to:*

<u>Member</u>	<u>Division</u>	<u>Service Year</u>
Hayden, Richard	15	15
Pullen, Raymond	15	15

**RETIRED STATUS**

*in the  
United States Coast Guard Auxiliary*

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

# Crossing of the Bar

## January 1 to March 31, 2013



**Jimmi Rivera**  
Division 1



**George Delatush (Ret)**  
Division 5



**Earle, Dibble**  
Division 4

*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,*



**Arthur Fischer (Ret)**  
Division 5

*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.*



**Elaine Spanier**  
Division 5

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



**Charlene Snow (Ret)**  
Division 5

*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.*



**Kenneth Horstmyer**  
Division 6



**Irwin, James**  
Division 7

*By Alfred Lord Tennyson*



**Felipe Carro**  
Division 8



**Roy Bellas**  
Division 8



**Frank Milio**  
Division 8



**Fred Taich**  
Division 8



**Don Frasch**  
Division 11



**Paul Pierce**  
Division 11



**Marlin Padgett**  
Division 14



**Robert Turpin**  
Division 14



**Patricia Garnett**  
Division 15



**John Krom**  
Division 15



Please submit photos for the  
"Crossing of the Bar" Ceremony to  
[d7happyrecruiter@gmail.com](mailto:d7happyrecruiter@gmail.com)



**Bonnie Trangradi**  
Division 15



**Bob Marcy**  
Division 16



**Dennis Burdo**  
Division 17

# Did You Know

## The Coast Guard Standard

The origins of the Coast Guard standard are very obscure. It may have evolved from an early jack. At least one contemporary painting supports this theory. In an 1840 painting, the Revenue cutter Alexander Hamilton flies a flag very similar to today's Coast Guard standard as a jack. This flag, like the union jack, which is the upper corner of the United States flag, appears to be the canton or upper corner of the Revenue cutter ensign.



An illustration in 1917 shows the Coast Guard standard as a white flag with blue eagle and 13 stars in a semi-circle surrounding it. At a later date, the words, "United States Coast Guard-- Semper Paratus" were added.

After 1950, the semi-circle of stars was changed to the circle containing 13 stars. The Coast Guard standard is used during parades and ceremonies and is adorned by our 34 battle streamers. We are unique to the other services for we have two official flags, the Coast Guard standard and the Coast Guard ensign.

The **United States Revenue Cutter Service**, was established as the **Revenue-Marine**, and so named for over one hundred years, by then-Secretary of the Treasury Alexander Hamilton in 1790, to serve as an armed maritime law enforcement service. Throughout its entire existence, the service operated under the authority of the United States Department of the Treasury. In 1915 the service merged with the United States Life-Saving Service to form the United States Coast Guard.



**Traditions of the United States Coast Guard**  
**By Florence Kern**

# Picture Page



# Trivia

Freeze Grapes to chill white wine without watering it down.

In the last 4,000 years, no new animals have been domesticated.

If the population of China walked past you, in single file, the line would never end because of the rate of reproduction.

Put a wooden spoon across a boiling pot of water to keep it from boiling over.

If you are an average American, in your whole life, you will spend an average of 6 months waiting at red lights.

It's impossible to sneeze with your eyes open.

Turn on seat warmer to keep pizza hot while driving home.

Doritos are great for kindling if you can't find any.

The words 'racecar,' 'kayak' and 'level' are the same whether they are read left to right or right to left.

Turn bread upside down and cut it on the soft side—saves the bread from being squished and is easier to cut.

On a Canadian two dollar bill, the flag flying over the Parliament building is an American flag .

Put a straw through the tab of a canned drink to keep it from rising out.

Rubber bands last longer when refrigerated.

There are 293 ways to make change for a dollar.