

June/July - Volume 17, Issue 7

Editor: Ramon Llorens, Jr. SO-PB 11-04, 8ER.

**NEXT DIVISION
BUSINESS MEETING
THURS. 27 JULY, 19:00**

936 East Trinity Lane
Nashville, Tn. 37211

Contact: Fred Gilman (757) 894-0151

DATES AND EVENTS

CG Auxiliary's Birthday

Friday, June 23rd

**America's Volunteer Guardians
Celebrating 78 Years of Service**

**Independence Day
Tuesday, July 4th**

Great American Eclipse

August 21st 2017

NACON 2017

August 24th-26th 2017

**2017 Fall D-Train
Indianapolis, IN.**

Sept 14th, 15th and 16th 2017



**Division Awards and
Recognition, May 2017**

Dennis Ealey – Member Service Certificate
5 years – Flotilla 11-07

Ernest Carson – Member Service Certificate
5 Years – Flotilla 11-05

John Markovich – Member Service Certificate
15 years – Flotilla 11-05

Steven Campbell – Sustained Service Award
First 750 Hours - Flotilla 11-04

James Bannister – Sustained Service Award
First 750 Hours – Flotilla 11-04

William Welty – Sustained Service Award
First 750 Hours – Flotilla 11-07

Brad Cochran – Sustain Service Award
Second Award 1500 Hours – Flotilla 11-05

Kevin Gallagher – Sustained Service Award
Third Award 2250 Hours – Flotilla 11-04

Ralph Underwood – Sustained Service Award
Fifth Award 3750 Hours – Flotilla 11-05

Fred Gilman – Sustained Service Award
Eighth Award 6000 – Flotilla 11-07

Fred Gilman – Sustained Service Award
Ninth Award 6750 – Flotilla 11-07

Michael Brzezicki – Sustained Service Award
Tenth Award 7500 Hours – Flotilla 11-05

Randy Hawkins – Sustained Service Award
Eleventh Award 15,000 Hours – Flotilla 11-02

Situational Awareness

Written by District Commodore Randy Ventress



Photo by District Commodore Randy Ventress



In our boating safety classes we teach a few basic "Rules of the Road" in navigation, one being that we should maintain a good lookout (a person stationed to keep watch for danger or trouble). This holds true in our Boat Crew and Coxswain training. The reasoning in both examples is to avoid collision, whether it be with another boat, a bridge, or even flotsam in the water. We also teach that in our rivers, things tend to float downstream, especially after a thunderstorm. A small tree limb in the water can be a hazard to navigation and can ruin your day, especially if hit at speed. Hitting another boat could be disastrous.

As we need to be diligent while on the water, we, as leaders should be diligent lookouts over our areas of responsibilities, our members. Our members are the muscle behind the work that gets done, fulfilling our responsibilities to the Coast Guard and the boating public. An unwritten guideline for leadership in this organization is to take care of our members. Our members are our most important resource.



Photo by Staff Sgt. Rana Franklin

Honored, I recently took part in a ceremony for Armed Forces Day at Indianapolis Motor Speedway, in Speedway, Indiana. Approximately eighty young men and women took the Oath of Enlistment into our Country's military, each joining one of our five military branches. While observing the body language of many of these young people, most sitting in rapt attention, I wondered what was going on in their minds. Were they asking themselves what they were doing there, what had they gotten themselves into, what will happen next? I'm sure they were, because these were the same questions

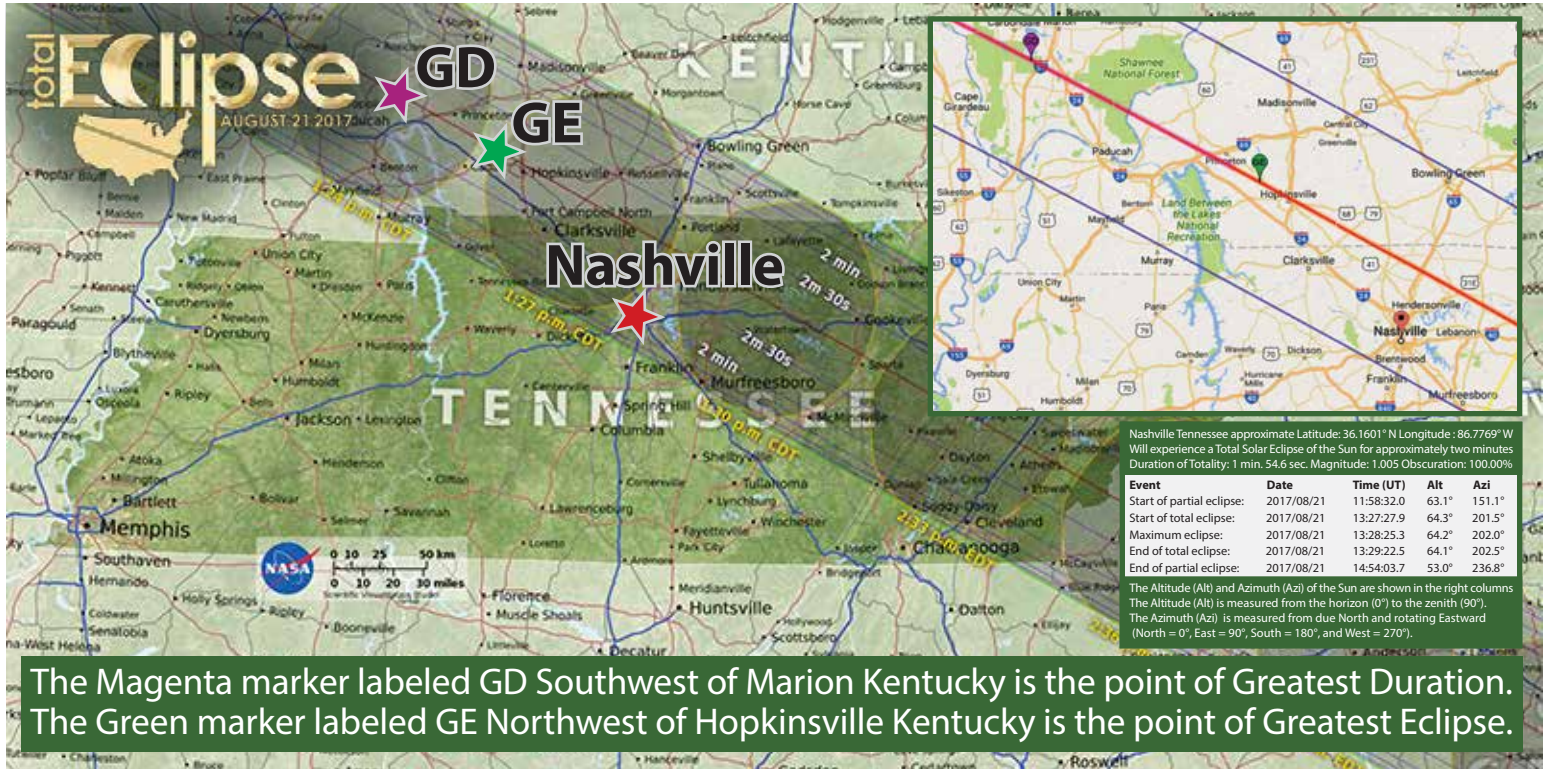
I asked myself on April 22, 1968 when I enlisted in the Air Force as an eighteen year old.

Each of these young people will go into training, being assigned leaders that will oversee this training. There will be other members of their particular branch of service that will mentor them. Each young man and woman will train, and become a viable part of the military. The success of each person depends on the attention to detail his or her leadership offers.

Can you see a parallel between a military recruit and our Auxiliary members? When we bring a new member on board, the success in most cases will be dependent on how we, as leaders, maintain our situational awareness of our particular unit, as well as our responsibility to the member to assure that he or she gets the training desired to become a viable working member in our organization.

Keep in mind our members are our most important resource, and the member is where the work gets done. We as leaders must maintain a sharp lookout and keep situational awareness as our leadership mantra, avoiding those logs that get in the way of our members' navigation.

The Great Tennessee Eclipse



On Aug. 21, 2017, people across the United States will see the sun disappear behind the moon, turning daylight into twilight, causing the temperature drop rapidly and revealing massive streamers of light streaking through the sky around the silhouette of the moon. On that day, America will fall under the path of a total solar eclipse.

The highly anticipated Great American Total Solar Eclipse will darken skies all the way from Oregon to South Carolina, along a stretch of land about 70 miles wide. People who descend upon this "path of totality" for the big event are in for an unforgettable experience. According to the charts provided by NASA the greater Nashville area will be in a prime location along the "path of totality" experiencing a total eclipse (100% Obscuration) for about 2 minutes.

Warning: Normally one can't look directly at the sun, but when there is an eclipse you can be fooled by its actual brightness. Looking directly at the sun, even when it is partially covered by the moon, can cause serious eye damage or blindness. **NEVER** look at a partial or total solar eclipse without proper eye protection. There are disposable dark glasses which can be purchased solely for viewing an eclipse.

A total solar eclipse occurs when the disk of the moon appears to completely cover the disk of the

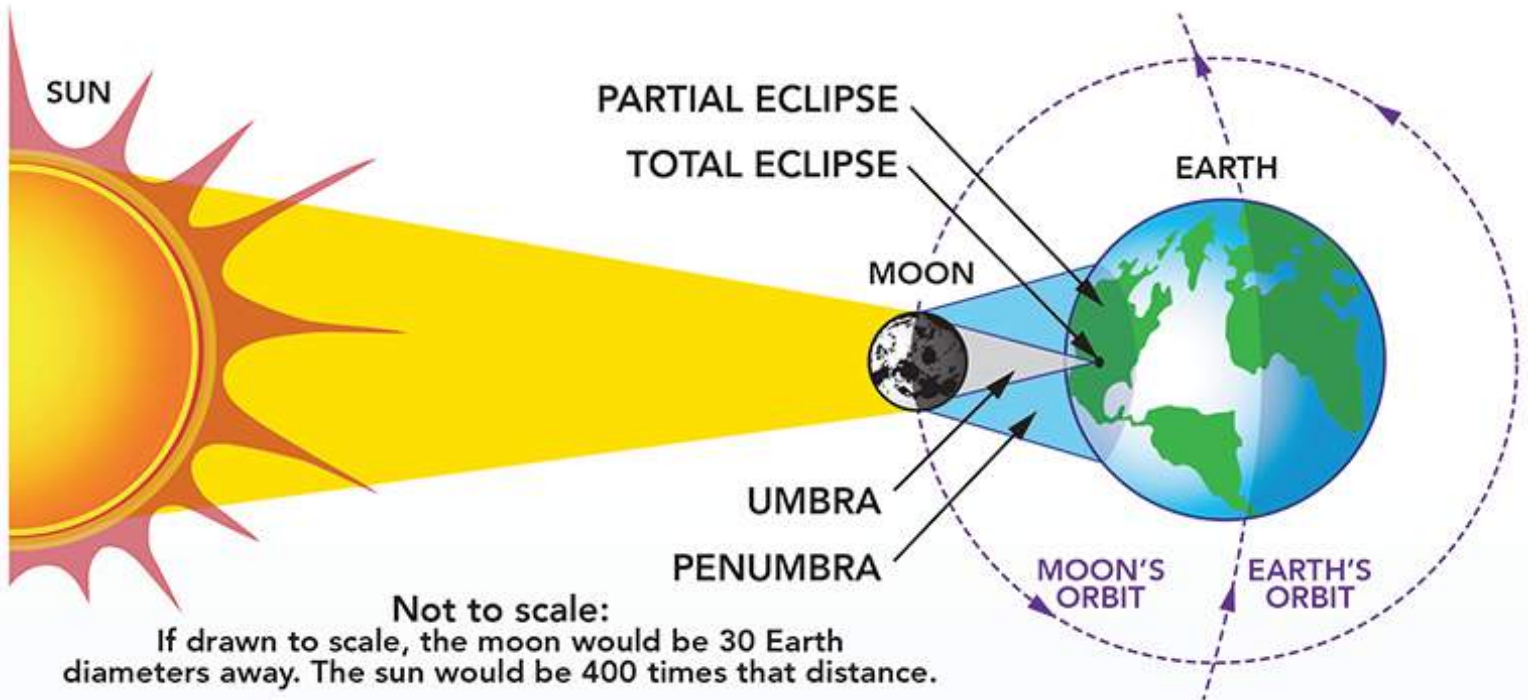
sun in the sky. The fact that total solar eclipses occur at all is a quirk of cosmic geometry. The moon orbits an average of 239,000 miles from Earth, just the right distance to seem the same size in the sky as the much larger sun. Believe it or not, this terrestrial sphere lines up between the Sun and the Earth about once every 18 months. Two to five solar eclipses occur each year where the moon appears to take a bite out of the sun, but a total solar eclipses happen just once every 18 months or so.

So What is The Auxiliary's Role?

We already know there will likely be a large influx of people coming in from all over the world to witness this eclipse, some researchers and many thousands of curiosity seekers. Although it may not offer any particular benefit, there is a good chance that many will choose to view this phenomenon from one of the local bodies of water within our AOR. The lakes may be quite crowded for a Monday. As security goes, it is not likely that the power grid will suffer as day becomes night, but with so many extra people streaming large amounts of data all at once, there is a good chance that communications by cell phone will be disrupted for a period of time. Your Internet might also slow to a crawl for the same reasons, coupled with thousands of people streaming Pink Floyd.

TOTAL SOLAR ECLIPSE: Monday • August 21, 2017

This will be the first total solar eclipse visible in the continental United States in 38 years.



In this series of stills from 2013, the eclipse sequence runs from right to left. The center image shows totality; on either side are the 2nd contact (right) and 3rd contact (left) diamond rings that mark the beginning and end of totality respectively.



WHERE TO WATCH

Find a nice, clear spot with a good view of the sky.



HOW TO WATCH

You can see the sun and the eclipse with special eclipse glasses. **NEVER** look directly at the sun without appropriate eyewear. Regular sunglasses are not safe to view the eclipse. More: <http://eclipse2017.nasa.gov/safety>



HOW LONG WILL IT LAST

The total eclipse, when the sun is completely blocked by the moon, will last up to 2 minutes and 40 seconds, depending on your location.



Field Day 2017



179105

Written and Photographed by Ramon Llorens, Jr. ADSO-PB

A proposal was made last fall to give our Parade boat UTL-179105 a little TLC to make it more presentable and worthy of representing the Coast Guard Auxiliary and the Coast Guard at various functions. That initiative kind of stuck with me, so I went to work on it.

On a cold November day, I made a trip out to where the 179105 is stored. I walked her decks and took an overall assessment of what a restoration might entail. From a distance it doesn't look bad at all. The hull has a very nice paint job with little to no fading, and the graphics and

Logo are in good shape port and starboard. As a parade boat it looks good as long as it keeps rolling down the road on the trailer.



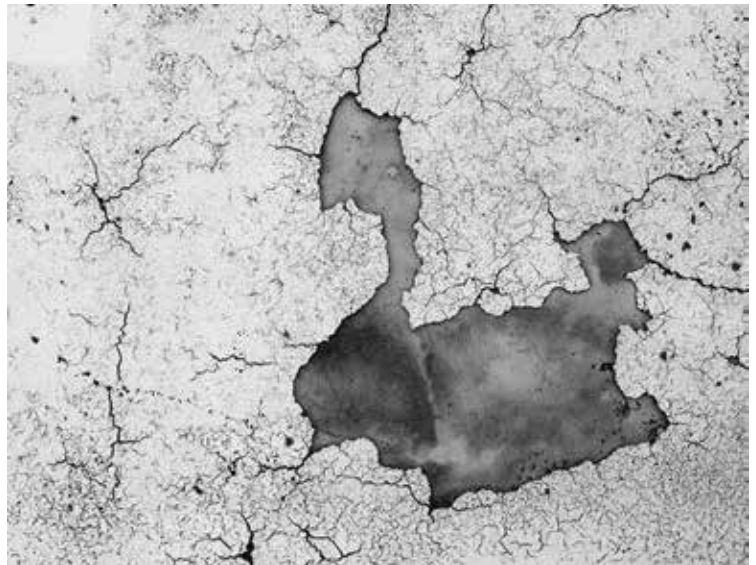
really liked the lines of the hull, especially the bow with all of the angles, its welds metal work and construction. You just don't get that with fiberglass.



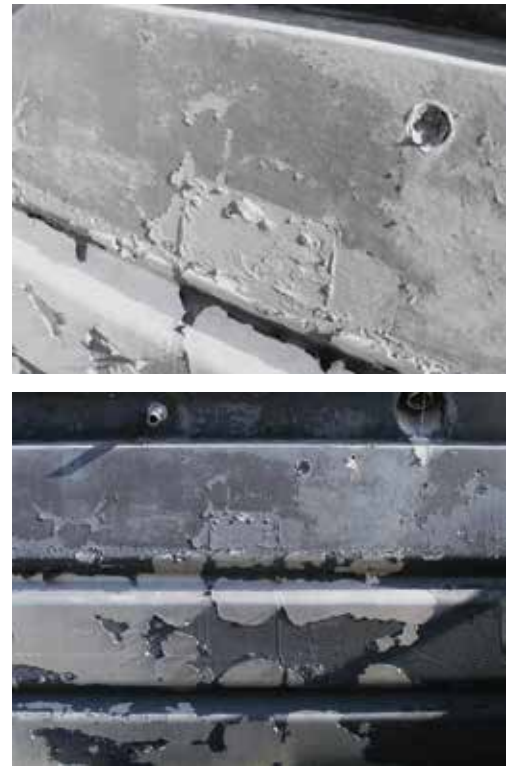
Climbing aboard and looking inside is obviously a different story. The boat is stored uncovered and the ravages of the Tennessee heat, sun and rain have taken their toll over the years.

Now, I have to say, as a photographer I enjoy taking photos of old barns, rusted out cars, and crumbling buildings, so this photo shoot was right in my wheelhouse. At the same time I really look forward to the before and after shots.

The forward deck has some sort of nonslip surface which had deteriorated leaving several holes that resemble the lakes of Minnesota. One looks a bit like the Loch Ness Monster. That looks easy to scrape off and replace with a new durable surface.



The rest of the boats interior has a lot of flaking paint. Maybe it was the wrong type of paint for this particular metal surface, or it wasn't cleaned and primed properly. But as proposed last fall, if enough members jump in and start scraping and sanding, that old paint could be cleaned up in no time.



The metal cleats could use a little polishing to give the vessel nice curb appeal as well as the metal hardware around the windshield and navigation lights.

The helm could definitely use some work, I imagine kids would love to have their pictures taken at a parade or boat show with the wheel and throttle in hand.

Since the goal as I understand it is not to make the "105" seaworthy but an attractive show piece a little creative shopping might be in order. Find a couple of gages, some new toggle switches and knobs and a steering wheel to dress up the console.

A new seat might look good too, or take the seat out altogether to make a bit more room to stand for parades and photo ops.



The thing that intrigued me the most was the manufacturer placard. I tried to do a little research on these boats but ran into a lot of dead ends.

I could not find these particular boats in any of my Coast Guard History books or any of my on-line sources, although I did see another Flotillas on Facebook which has a similar parade boat. I even tried searching for Monark, the company which manufactured our boat in 1979, but that didn't lead me to any definitive answers either. So what were these boats used for when they were in active service?

Does the "179105" have a history ?

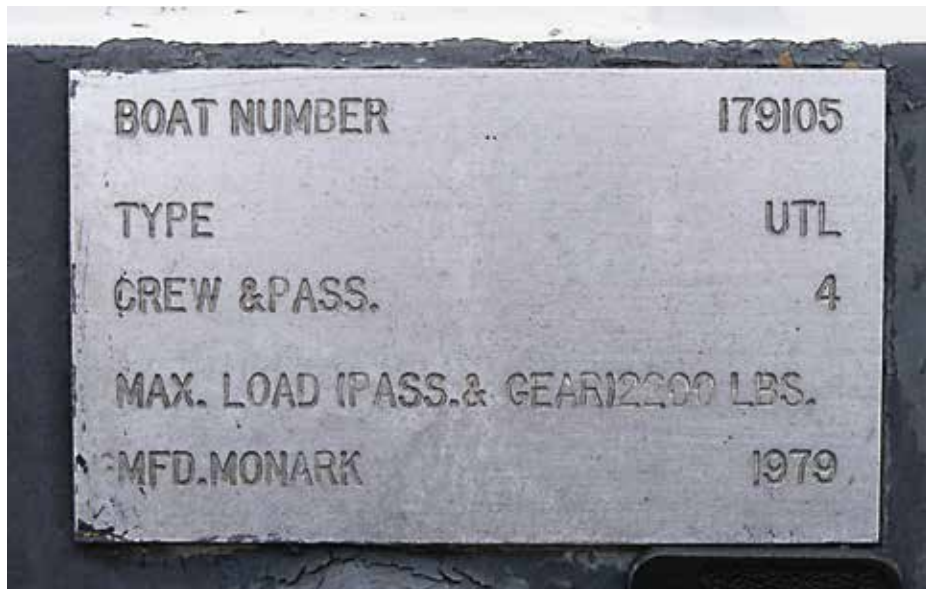
I spent enough time photographing every aspect of this vessel that I developed a bond with her. I love a good mystery and wanted to find out a little more about her. Word got around, and I was presented with some pretty good intel from District Commodore Randy Ventress. He personally had a hand in procuring the "105" for the Division. It's a bit of a romantic tale, as boat stories might go. Seems she was once a proud asset of MSD Nashville. I'm not sure of the dates, but I would venture it was in the early 80's when she was shiny and new with a powerful engine. She was likely used for thousands of sorties on the Cumberland, maintaining a Coast Guard presence, keeping watch over the waterways and instrumental in saving lives. From Nashville she was transferred up to MSU Paducah Kentucky where she was at some point taken out of service. She was next seen in Huntsville Alabama, used as a PA tool for Division 24. Then a few years back the "105" was brought back to Nashville to serve Division 11. Now that you know our boats history, wouldn't you agree,

she is home where she belongs?

Being that these boats were likely the smallest in the Coast Guard fleet and had the acronym for utility in their name, 179105 and all of the rest of these Monark 17's are likely to have very little glamor associated with them, and will surely be a distant memory to all but a few who appreciate their 1970's styling and leading edge all aluminum tri-hull technology. It would be a shame to sell her for scrap it or let her go.

Such was nearly the fate of what is now the most famous Coast Guard vessel of all, Motor Lifeboat CG36500. It like all of the other boats in its class was decommissioned without much fanfare. "36500" was left to deteriorate in the corner of some boat yard. Yet with drive and determination of a group of dedicated volunteers it was saved and is now the only seaworthy one of its kind on the east coast and is listed on the National Register of Historic Places. I am sure we have enough professional craftsmen and experienced hobbyist

and to get our boat back in great shape too. Once restored She would represent the history of the Coast Guard on the Cumberland River and again be **a proud vessel worthy of the Coast Guard Auxiliary Ensign.**



Coast Guard Auxiliary photo by Ramon Llorens, Jr. ADSO-PB 11-04, 8ER



CG36500 Motor Life Boat by: Richard Kaiser