

UNITED STATES COAST GUARD AUXILIARY

FLOTILLA 10-5

DISTRICT 5SR

HISTORICAL HIGHLIGHTS



FIFTY YEARS OF SERVICE

JANUARY 7, 1967 – JANUARY 7, 2017



Introduction

On January 7, 2017, U.S. Coast Guard Auxiliary Flotilla 054-10-05 of Oak Island/Southport, NC will celebrate its 50th anniversary of service to the Coast Guard and the recreational boating public. The members of 10-5 are members of a national organization that started in 1939. Like many organizations, the U.S. Coast Guard Auxiliary had its roots in meeting the needs of the times. And we continue to do so today. Most people know the Auxiliary through our safe boating courses and vessel examinations because boating safety is and always has been the Auxiliary's primary mission for the Coast Guard. Our history as a national organization and local unit are interwoven. Understanding that history is the key to understanding the dedication of the volunteer members, past and present, who have kept the watch for safety at sea.

The story of the Auxiliary and Flotilla 10-5 will be presented in monthly installments during 2016, building up to our celebration in 2017. Join us as we explore our history.

Carol Urgola, Flotilla 10-5 Historian

January 2016

The writing of these historical highlights is dedicated to the past historians of Flotilla 10-5:

Elbert (Bert) Felton and Jackson Lewis

January 7, 2017

A PROUD TRADITION



A WORTHY MISSION

1939: The Beginning

In January 1939, United States Coast Guard Rear Admiral Thomas O. Malloy gave a speech in New York City in which he stated that in the past year, the Coast Guard had received 14,000 calls for assistance and had performed 8,600 "in peril" rescues – a record number. An emphasis needed to be placed on educating boaters on basic seamanship and knowledge of Federal laws. Furthermore, there were over 300,000 recreational boats operating in Federal waters and the Coast Guard needed help to keep up with the search and rescue demands.

The need was recognized for a military reserve as a resource of manpower in case of America's entry into the war. In addition, civilians like Malcolm Stuart Boylan, commodore of the Pacific Writer's Yacht Club in Los Angeles, had been pushing Washington to organize yachtsmen to assist the Coast Guard on a volunteer basis. In response to these pressures, a legislative bill was submitted to Congress on June 23, 1939 establishing the Coast Guard Reserve. Its purpose was to promote recreational boating safety and to support the operation of the Coast Guard. Groups of boat owners would be organized into flotillas and these into divisions within the Coast Guard Districts. They would be supervised by regular Coast Guard officers. Then in September, World War II began in Europe.



1941: Meeting Pre-War Needs

In February 1941, the U.S. involvement in the European war was looming. Legislation was passed which changed the name of the Reserve to the Coast Guard Auxiliary and a regular military Reserve was formed in which men would be subject to military laws and Articles of War. On February 19, 1941, the Auxiliary and Reserve Act of 1940 was signed.

The pre-war build-up of personnel had begun. 50,000 members joined the war effort on Auxiliary and Reserve teams. With Coast Guard officers on board, the Auxiliarists patrolled regattas, guarded harbors, enforced the 1940 Motor Boat Act and the Espionage Act, and delivered supplies to the lighthouses. By the summer, the Coast Guard was on near-war footing due to the Battle of the Atlantic, which had been raging for two years between the British and the Germans. Following the torpedoing of the U.S. merchant ship, *ROBIN MOOR*, Franklin D. Roosevelt declared an Unlimited National Emergency on May 27, 1941.

To meet the need for warships, the first civilian boats were enrolled by the Coast Guard Auxiliary in June 1941. By the end of November, 275 40-90 foot vessels and most of their crews had been taken into Coast Guard service. By the end of 1941, almost 200 flotillas had been formed around the country. On December 7, following the Japanese attack on Pearl Harbor, many Auxiliary units began 24 hour security patrols. Some of those patrols took place in the waters of North Carolina. Then on December 12, German Chancellor Adolf Hitler met with Naval Chief Erich Raeder and they decided to send U-boats to raid commerce off the U.S. coast.



Inspecting the civilian boats

1942: U-Boats Come To the Carolinas

Following America's entry into World War II in December of 1941, recruits flooded into Auxiliary flotillas in a burst of patriotic fervor. The first six German submarines had arrived in our coastal waters in January of 1942. By the middle of May, an estimated 180 vessels had been sunk along the east coast, some in sight of on-lookers on shore. Official records state: Time after time, these Auxiliarists took their tiny boats out, a few armed with rifles, to haul drowning, burning merchant seaman from the sea."

That was the case on March 3, 1942 when the tanker *John D. Gill* was torpedoed by the German submarine U-158 25 miles off the Cape Fear coast. The torpedo from the German sub hit the tanker amidships at 10:10 PM, tearing the heavy metal plates of the hull. A geyser of Texas crude erupted from the gash, and within a minute the slick coated the sea. The oil erupted into flames and 58 men began a desperate scramble for their lives. Only 26 of them made it. Eleven were taken to Southport to recuperate at Doshier Hospital. Of the 16 bodies also brought ashore, only one, Catalino Tingzon from the Philippines, was buried here in Southport's Northwood Cemetery.

In 1965, survivors met with the Coast Guard in Wilmington, NC. At the ceremony one of the survivors said: "We could see the glow in the sky from the burning tanker. Coast Guard Auxiliary boats headed for it and after about four hours began picking up crew members floating or hanging on wreckage. Many were badly burned. Auxiliary boats were the only rescuers," said survivor Thomas Merrill.

In order to meet the threat posed by the submarines, in June 1942 new legislation allowed Auxiliarists to enroll in the Coast Guard Reserve on a part time, temporary basis without pay. Throughout the war, some 50,000 Auxiliarists constituted the core of the temporary Reserve membership. These Reservists, along with the newly enrolled civilians, performed coastal defense and search and rescue duties. By July, the Coastal Picket Force was formed consisting of 50' to 100' sailing vessels and motor cruisers that became the eyes and ears of the Navy. They manned stations on the 50 fathom curve of the Atlantic coast and were to detect, and if necessary, attack German submarines. Auxiliarists provided the majority of these vessels and manned them as unpaid Reservists. During the war they also trumpeted the beaches and stood lookout on the coast. Thousands guarded docks and ammunition ships.

Auxiliary vessels on Coastal Picket



The Auxiliary's most important role, however, was its on-shore work. 50,000 men and a few women patrolled harbors, rivers, bridges, and factories. They guided naval vessels and landing craft and conducted search and rescue. They boarded vessels to check identification papers and seal radios on merchant ships entering port. Auxiliarists cleared debris, assisted with drownings, floods, on-water plane crashes, boat fires and explosions.

Boarding to seal radio



1940's: Establishing the Auxiliary as a Peacetime Organization

By mid-1943, when the German submarine threat was ending and the demand for personnel overseas increasing, most Auxiliary patrols ended. The temporary Reservists and Auxiliarists were pulled in to perform training and shore duty for the duration of the war. Following the war, as millions of Americans returned to civilian life, the Auxiliary re-established itself as a peace-time recreational boating safety organization.

At the end of 1942, Congressional legislation allowed women to join as temporary Reservists, to be used largely in the Volunteer Port Security Force. This included Auxiliary female members who numbered approximately 100 as of March 1943, most of whom were in the Great Lakes area.



In March of 1944, the District Directors of Auxiliary held a conference in Washington, DC on post-war planning. Later, in 1944, legislation added aircraft and marine radios to surface vessels as Auxiliary operational facilities, for use in search and rescue activities.



Flotilla 10-5 Historical Highlights

A March 1946 conference of Auxiliary Directors and Commodores directed that membership in the Auxiliary would be restricted to facility owners and urged intensification of activities in operations. As a result, in 1945 Jesse F. England enrolled as the first Auxiliary aviator with his fleet of eight planes, located at Norfolk, VA. 5th CG district, Division 5, Flotilla 2.

The Courtesy Marine Examination program was first launched in District 7 and then implemented on a national basis in 1947. Under it, qualified Auxiliaries inspect pleasure boats for required equipment and systems.

Then in January of 1948, the Auxiliary launched its Public Education program at the National Boat Show in New York City. Visitors were given free lectures on topics ranging from piloting to weather.

By 1949, 13,000 Auxiliary members nation-wide had established the three traditional cornerstone programs of Operations, Public Education and Vessel Examinations. The fourth cornerstone, Fellowship, continued to cement the Auxiliary friendships and unit cohesion. These cornerstone programs launched a new era for the Auxiliary as the premier boating safety organization.

1950's: Growing The Auxiliary and Its Programs

The Auxiliary National Board was finally incorporated and Bert C. Pouncey, Jr. was elected the first National Commodore in 1951.



1951-1952

Bert C. Pouncey, Jr., originally from Hughes, Arkansas, was elected the first national commodore of the U. S. Coast Guard Auxiliary in 1951. Pouncey had risen through the ranks to be elected commodore of the old 2nd District (8CR). Simultaneous to his election the National Board was established. Commodore Pouncey; Capt. Nat Fulford, Chief Director; and NAVCO Pete Bauer traveled the country to establish the Auxiliary as a national organization, working to standardize programs and initiating the first letters of instruction, manuals, forms, etc.

The post-war era was a period of unprecedented prosperity in America. Millions of newly affluent families bought houses in the suburbs; they purchased cars and boats. A Westchester County, New York flotilla advertised a safe boating class at the local theater and 350 people showed up. They called the police to help with crowd control! By 1959, there were 40 million boating enthusiasts in the country.

In 1952, AUXOP was established as the original premier operational training program. And in 1953, the first Courtesy Marine Examination (CME) manual was issued. The CME program was the precursor to the current Vessel Safety Check program. In 1955, the Academy Introduction Mission (AIM) was established to assist the Coast Guard by recruiting potential cadets for the U.S. Coast Guard Academy. Through this program, approximately 200 high school students get a taste of "swab summer" prior to their senior year of high school, by attending AIM Week at the Academy.

The Auxiliary also expanded, opening new flotillas across the country, in the Caribbean and by re-activating Alaska flotillas. Individual members also began to receive recognition for their contributions.

Flotilla 10-5 Historical Highlights

In 1953, Miquel Colorado of Puerto Rico was awarded the Plaque of Merit, the highest lifesaving award, for saving two survivors of a capsized boat. He also organized flotillas in Puerto Rico, spearheaded safe boating campaigns and was later elected Commodore of the 7th District in 1963.

Given annually at the New York Boat Show, the Ole Evinrude Award is presented in recognition of an individual's contributions to the growth of recreational boating. However, in 1957, the Coast Guard and the Auxiliary were each awarded the Evinrude Award; the Coast Guard for "lasting contributions to safety afloat" and the Auxiliary for "distinguished contributions to recreational boating."

Read more: <http://www.madehow.com/inventorbios/22/Ole-Evinrude.html#ixzz48gm18wd6>

National Safe Boating Week....It all began with Steve Sadowski, a Coast Guard Auxiliarist in Amesbury, MA, who persuaded the town to issue a proclamation on Auxiliary Day, in June 1949. Three years later, Mr. Sadowski helped organize a CME (Courtesy Marine Examination) weekend which led to the idea of a Safe Boating Week. This event pulled in governors from Maine, New Hampshire, Massachusetts and Rhode Island. Auxiliarists in Hawaii broke new ground in 1956 by enlisting a local entertainer, "Lucky" Luck to promote CME's and Safe Boating Week. Luck appeared on the television show, "Hawaii Five-O", which opened the door for celebrities to give the week a boost. In 1957, Auxiliary leadership launched the first nationwide observance during the week of June 30 – July 6. The Coast Guard then prepared a formal resolution to establish National Safe Boating Week (NSBW) and convened a committee from industry, yachting groups, the Auxiliary and the United States Power Squadrons (USPS) to promote the resolution. Representative Charles Chamberlain, MI, sponsored a bill which passed on June 4, 1958. The Senate insisted on dates covering July 4th, and the National Safe Boating Week (NSBW) was kicked off with a publicity bang by President Eisenhower's White House. Today National Safe Boating Week remains a hallmark of Auxiliary activity.



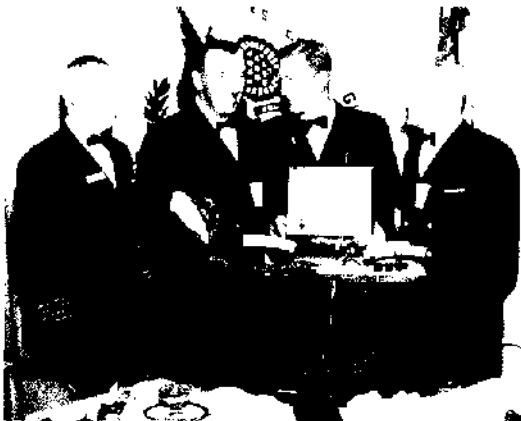
1960's: Change, Growth and Flotilla 10-5 is Chartered

The Auxiliary Recreational Boating Safety (RBS) programs took off in the 60's with the help of the "King" and other celebrities. 1960 began the tradition of employing celebrities to help publicize the Auxiliary, by appointing the television stars Preston Foster and Lloyd Bridges as honorary Commodores and spokespersons, as well as setting up the CME inspection of Elvis Presley's new boat.

Presley's New Boat Inspected -- 'I want it Safe'

Elvis Presley wasted no time in taking his brand new speed boat to Jack Phillips, waterfront safety director at McKellar Lake for a courtesy safe inspection from the Auxiliary. 'Look at my boat,' Elvis said from beneath his new black yachting cap. 'I want a safe boat. Tell me what I need.' Elvis was the last person to have a boat inspected during National Boat Safety Week 1960.

Memphis Press Scimitar, July 11, 1960



Celebrities Preston Foster and Lloyd Bridges were named Honorary Commodores of the USCG Auxiliary at a conference in District 11. As Honorary Commodores, these gentlemen pledged their services in promoting recreational boating safety and the Auxiliary.

Photo from USCG Auxiliary Archives

December 5, 1959

Flotilla 10-5 Historical Highlights

In 1960, National staff was composed of the National Educational Research Officer, Secretary-Treasurer, Publications Officer, and Public Instruction Officer. The vast expansion of membership and activities of the early '60s was going to require that the Auxiliary take charge of more of its own functions. As part of this administrative expansion in 1964, the National Board voted to increase the number of national staff officers to eight. The Auxiliary also adopted "parallel staffing" to align unit functions with those of the Coast Guard to ensure improved communications and organizational integrity.

The first national Operations Officer established separate committees that were responsible for surface, air, and radio communications. These three branch programs would be integrated and coordinated on a national basis, also for the first time. A member Operational Guide was promulgated, with an accompanying requirement that trainees demonstrate abilities in personnel retrieval and towing. In the 1960's, Auxiliary boats and crews assisted in the aftermath of the seismic wave in Los Angeles (1960), hurricane Donna (1961), tropical storms (1962), Atlantic storms (1963), hurricane Cindy and Cuban refugee rescues (1964), and replaced a Coast Guard Cutter in Washington State that had been sent to Vietnam. By 1965, the federal government had transformed boating in the United States. The Army Corps of Engineers had built 190 inland lakes and reservoirs which added 25,000 miles of shoreline to the waterways. The Auxiliary had to adapt and expand its operations to inland waterways.

In the early 60's, the "Basic Seamanship Course" booklet doubled in length and accompanying 35 mm slides were made available; the "Practical Course on Outboard Handling," was expanded by one-third and included colored diagrams and charts. With the new materials, Auxiliary instructors trained law enforcement officers in seamanship and the details of the Federal Boating Act of 1958. The first-aid manual recommended by the Educational Research Committee in 1960 was published in 1962; leaders hoped it could be used as a standard reference by boaters and a training aid for members. The 1960's also further expanded new programs such as the "Academy Activity Week" (later formalized as the Academy Introduction Mission or AIM) and National Safe Boating Week.

On April 23, 1965, a ceremony was held to recognize the surviving members of the original North Carolina wartime Auxiliary unit that rescued survivors of the JOHN D. GILL, a tanker that had been torpedoed off the coast of North Carolina. The original wartime unit consisted of 165 men and 36 boats (30' or longer). As part of the ceremony in 1965, the surviving members from the 1942 unit voted to turn over their remaining wartime funds, which had remained dormant for years, to the Flotilla 97 from Plymouth, NC area to help develop the Auxiliary in NC.

LCDR Joseph C. Fox, USCG, Marine Safety Officer and Captain of the Port of Wilmington, initiated efforts for an Auxiliary in the area. He said that the service was embarrassed by the lack of one in view of the many area Coast Guard installations. Also instrumental in this effort were Auxiliarist Alban Papineau of Plymouth, NC and Ace Childress of Elizabeth City, Director of Auxiliary. Col. William O. Beasley, from Oak Island, led the effort to establish Flotilla 10-5 in Southport, NC, which was officially chartered on January 7, 1967. (see *The State Port Pilot* Jan.11,1967 article below). Flotillas were organized in

Flotilla 10-5 Historical Highlights

Wilmington, Southport, Moorhead City and then added to the existing flotillas in Elizabeth City and Plymouth to create the new Coastal Carolina Division 10. Alban Papineau was the first Division Captain in 1966.

Flotilla Here Gets Charter

U. S. Coast Guard Auxiliary Flotilla 10-5 received its charter Saturday at the home of Dr. Norman Hornstein, Flotilla commander.

The ceremony was preceded by a cocktail hour and buffet supper.

The charter was presented by Ensign Leroy Young of District 5 Headquarters, after which Commander Norman Hornstein, Vice-Commander Wayland Vereen and Training Officer Jerry Sherrod were sworn in by retiring Division Captain Alban Papineau of Plymouth.

Charter members of Flotilla 10-5 are Col. and Mrs. William O. Beasley, Mr. and Mrs. Joe Christian, Mr. and Mrs. S. Humbrick, Dr. and Mrs. Hornstein, Frank R. Hutton, L. H. Parremore, Jerry Sherrod, Claude Steele and Wayland Vereen.

Lt. Commander H. Janke, commanding officer, Fort Macon Group, praised the auxiliary for its work in boating safety and

(Continued on Page 4)

Flotilla Here

(Continued from Page 1)

assistance in air-sea rescues. Commander Hornstein thanked Col. Beasley for his unstinting efforts to organize the flotilla.

Out of town guests included Mr. and Mrs. Paul Jennewein and Commander and Mrs. Richard Stickney of Wilmington's flotilla, and Capt. and Mrs. Robert Langley of Washington.

Other guests were Col. and Mrs. A. B. Joyner, Lt. and Mrs. A. R. Turner, Jr., and Lt. and Mrs. Bart Hennessy.

Membership in the Coast Guard Auxiliary requires knowledge of safe boat handling, piloting and seamanship, and first aid. All boat owners in the area are urged to join the flotilla. Information about joining may be obtained by contacting any of officers.

The next meeting of Flotilla 10-5 will be held at Oak Island Coast Guard Station at 8 o'clock on Friday evening of this week.

DR. HORNSTEIN

FLOTILLA COMMANDER

Flotilla 10-5's first official meeting took place at Coast Guard Station Oak Island on January 16, 1967. Flotilla Commander Dr. Norman Hornstein presided, with the assistance of Wayland Vereen, Vice Commander and Training Officer Jerry Sherrod. Joseph Christian was the first to become qualified in a program area with the help of Auxiliarists from Wilmington. Joe and Jerry Sherrod then trained more 10-5 members as Vessel Examiners. Charles Trott was the first new member after the Charter and was sworn in at the first official meeting.

In 1968, Col. William O. Beasley, from 10-5 became the Division Captain and BMC G.M. Vallender was the Officer in Charge of Station Oak Island. Safety patrols were conducted and Courtesy Marine Examinations were encouraged by the Coast Guard. The 95' patrol boat *Upright* was stationed at CG Station Oak Island until 1969. Frank Hutton, Flotilla Commander and Robert D. Dixon, Vice Flotilla Commander, "were prepared to take whatever steps necessary to call to the attention of the proper authorities the vital necessity of having the 95' craft remain on duty in the area." They organized a meeting of local boatmen to discuss the issue. State senator Alton Lennon responded and explained the reasons for the move. The *Upright* was moved to Station Wrightsville Beach, NC in 1969.

In 1969, Governor Robert Scott declared June 29 - July 5 to be National Safe Boating Week. Flotilla 10-5 was on its way to bring the boating safety message to the area boaters, while supporting CG Station Oak Island.

1970's: Largest Membership; Women's Movement

The added growth in boating pressured the federal government into allowing the Coast Guard Auxiliary to operate on sole-state waters for the first time under the Federal Boating Act of 1971. During the late 1970s, the Auxiliary had its largest membership ever: 47,000 members. The growth during that decade was largely due to the incorporation of new flotillas founded on sole state waters. As a result, during the 1970's the search and rescue case load skyrocketed to reach a peak of 58,000 persons assisted.

From 1971 to 1972, the current form of the public education program was introduced. The 12-lesson Boating Safety and Seamanship course was developed, as well as the anticipated 7-lesson sailing course (encouraged by the oil crisis of the early '70s). In 1973, Lillian Phillips and Mary Roeder of Flotilla 12-05 Tacoma, Washington were awarded the Certificate of Administrative Merit for developing the *Water N' Kids* program. With this course and future ones, youth enrollments would become the largest component of the public education program, averaging 250,000 per year by the early 1990's.



In early years, the CG wore blue uniforms that resembled the Navy, but prior to the 70's the Coast Guard wore the khaki uniforms seen in the photo to the left. In the early



70's, Admiral Chester R. Bender, Commandant of the Coast Guard, introduced the Service Dress Blue uniforms that we wear today. Those uniforms became known as the 'Bender Blues.' In early September 1971, the Master Chief Petty Officer of the Coast Guard BMCM Charles C. Calhoun from

Headquarters in Washington, DC visited Station Oak Island and introduced the new uniform to the crew.

In 1973, the Coast Guard integrated women into the active duty service, ending their reserve status, and began assigning them to ships in 1977. Although women had been in the Auxiliary since the early years, the feminist movement and the larger number of active duty women encouraged more women to join the Auxiliary. The Auxiliary provided the Coast Guard with its first female pilots and vessel examiners. In 1979, Bolling F. Douglas, a marine surveyor by trade, became the first female District Commodore. She served as Commodore in District 7 and, working with the Coast Guard, she personally lead the involvement of 52 vessels and 165 Auxiliary members during the Cuban Mariel Boatlift. For 18 days the Auxiliary assumed major responsibility for search and rescue in the Keys.

In February of 1973, Frank Hutton, Flotilla Commander and Ed Christman, Vice Commander, of Flotilla 10-5, met with Coast Guard personnel from Ft. Macon, a representative from N.C. Wildlife and Capt. Hodges, Director of Auxiliary for 5th District to outline coordination of efforts and new duties for the

Flotilla 10-5 Historical Highlights

Auxiliary. The foremost responsibility was the education of the part-time boater. They also outlined duties for safety patrols, including answering calls for assistance. Flotilla 10-5 consisted of eleven members.

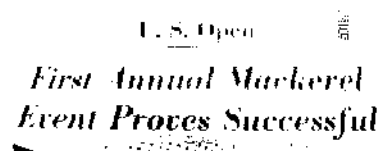
1975 was a very busy year for the flotilla. Recruiting picked up with the addition of 8 new members. The instructors were teaching two Boating Skills and Seamanship classes a year at the old Sacred Heart Rectory on the corner of Caswell and West. The week of June 27th was declared National Safe Boating Week by Mayor Thomlinson of Southport. Merritt Lear was the head of the National Safe Boating Week committee that year. He worked with representatives of the other services, NC Wildlife, and Marine Mart to encourage boating courses and Courtesy Marine Exams during the 4th of July festivities. They also had a CME booth at the Small Boat Harbor on July 3rd and 5th.

A very successful Division meeting was hosted by 10-05 in July 1975 at the Long Beach Town Hall for 40 officers and members. It was followed by a fish fry at Middleton Park, which was attended by 100 people. The next morning, they started with breakfast and then eleven boats and their crews went to their assigned locations to begin checking aids to navigation at the request of the National Ocean Survey Organization. After the conclusion of the cruise, all returned to debrief and write their reports. By 3 PM, the charting cruise was completed and visiting members were on their way home in boats, trailers and cars. The Division Meeting/Fish Fry/Charting Cruise was repeated in 1978 and was a great success.

In 1977, Flotilla 10-5 received Fifth District Awards for top hours in Member Training, Patrols, Chart Updating, and total hours activity. Ed Christman was Flotilla Commander.

Flt. 10-8 Shallotte was chartered on 3 Nov 1979 with 10 members from 10-5. Jack Campbell, recent FC of 10-5, became the new Flotilla Commander of 10-08.

Flotilla 10-5 rounded out the decade with boating courses twice a year, CME's year round and a very active program each year for National Safe Boating Week. Flotilla 10-5 and 10-8 member participated in the first King Mackerel Tournament in 1979, with public affairs materials and a communications booth, manned by members Jane Campbell and Louise Polka.



1980's: Growth and Exciting Operational Events

During the mid-1980's, the country experienced an economic boom. Most probably due to the prosperity, the number of Air Program Auxiliary pilots increased by 100% to over 400. The Auxiliary was also becoming more professional by emulating Coast Guard training. The Auxiliary Boat Crew program was instituted in 1984, including the designations for Qualification Examiners (QE's), coxswain, operator and crew. When the "big white book" was published, many members who had been running safety

Flotilla 10-5 Historical Highlights

patrols for years, objected to going through the new training process. As a result, there was a dip in national membership during the latter half of the 80's.

The Auxiliary responded to operational call-outs for large public events during this decade. At the 1984 Olympics in Los Angeles, 11th District members in 100 boats performed port security, operational support, sail trials and picket patrols, totaling over 21,000 man-hours. The July 4, 1986 Operations Sail event in New York City celebrated the 100th birthday of the Statue of Liberty. Auxiliarists assisted during the Parade of the Tall Ships and were on duty in New York Harbor during the Fireworks. Although safety patrols had been conducted during space launches from Cape Canaveral since the 1970's, after the 1987 Challenger Shuttle explosion, Auxiliary crews also assisted in search and recovery operations. The Auxiliary also patrolled the Pan Am games in 1987 and assisted in the aftermath of Hurricane Hugo in 1989.

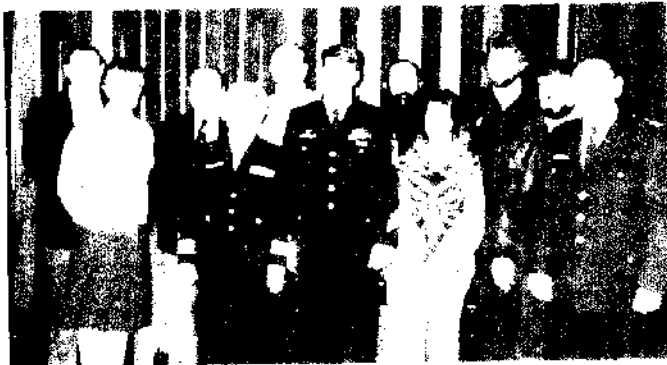
During the 1980's, Districts 1, 5, 8, 9 and 11 were divided into regions, making a total of 16 districts. The Academy Introduction Mission (AIM) program was solidly established and a new computer system (AMOS) to track Auxiliary mission hours was implemented. In 1988, the Commercial Fishing Act was passed which would lead to a future change in the Auxiliary program line-up. And finally, in 1989, the Auxiliary celebrated its 50th anniversary!



Flotilla 10-5 had started out this decade with ten fewer members, due to the formation of Flotilla 10-8 in Shallotte in 1979. That meant that they had to work hard to recruit and train new members and get up to strength. The decade had a slow start with increasing membership, but things started to pick up in 1984 when an especially energetic Auxiliarist with a public relations background transferred into 10-5. James Flowers came from a large, active flotilla and when he got to 10-5 with its 15 members and 2 facilities, it was a shock. With intent to grow the flotilla, he started a public affairs campaign. Flowers was then elected Flotilla Commander in 1985 and 1986. Change was on its way.

Flotilla 10-5 Historical Highlights

The 1980's was a very busy and interesting decade for Flotilla 10-5. The Public Education program was extremely strong with Boating Skills and Seamanship classes being taught 2 or 3 times a year. At the start of the decade, both meetings and classes were held at the Hood Building on Moore St., which the flotilla rented for \$1 per year. Classes were well attended, but increased when the flotilla started

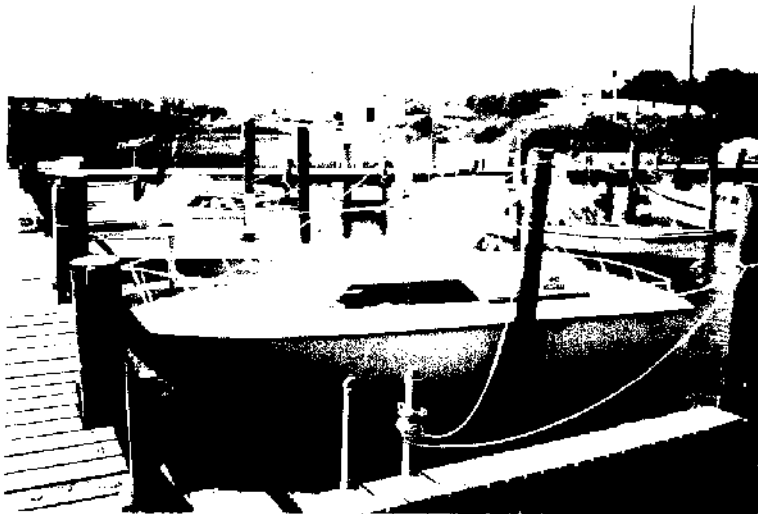


advertising their classes through the Brunswick Technical Institute. In 1988, classes were moved to the Brunswick Community College building in Southport. The flotilla netted 11 new members from the 1988 classes, which increased the membership to 36. The cost of classes went from \$9 to \$10 by the end of the decade. Pictured with Senior Chief Charles Bunch, Division 10 Captain Hanna Crom and Flotilla Commander 10-5 Jean St. Andre are newly sworn in members: Robert and Susan

Hancock (who later became 10-5's first female Flotilla Commander), Carlton Sargent, Carl Collins, David Carr, John Haney, Dennis Harkins, and Patricia Sykes. Not pictured are George Stern, Warren Doswell and Rebecca Wyatt.

National Safe Boating Week was scheduled for the first full week in June during the 80's. Vessel examiners numbered somewhere between 5 and 8 each year and they conducted Courtesy Marine Examinations from Holden Beach to Southport.

Operations were also in high gear, not only with routine safety patrols, but with special exercises with the Coast Guard. Boating access was established at Fish Factory Road by the N.C. Wildlife Commission in 1980, making that area very useful for training. In 1982, the flotilla had 9 qualified crew who conducted 650 man-hours on patrol. Land-based and mobile radios were employed during every patrol. Also in 1982, Vice Flotilla Commander George Zieres received the Life Saving Award, the highest operational award given to Auxiliarists by the Coast Guard. Rear Admiral John Costello presented the award to George for having saved the life of Howard Toney of Boiling Springs, NC. Mr. Toney later became a member of the flotilla.



(The story of the *Mya Tina* is in the next issue).

In 1985 Flotilla membership stood at 21. With 6 qualified skippers, they completed 500 man-hours on patrol. Land based radios were utilized in Southport (Merritt Lear) and Long Beach (Jean St. Andre). They also assisted with the communications center for the King Mackerel Tournament and provided safety patrols as well. This was also the year that Merritt Lear donated his boat, the *Maya Tina* to Flotilla 10-5 in memory of Edward Christman, Flotilla Commander in 1977 and member for 13 years.

1986 brought *Fleet Exercise II*, which was a 7-day period of on water exercises at the Wilmington Waterfront. The *Maya Tina* was called into service with her crew, consisting of Vice Flotilla Commander Herb Green, Paul Smitz and Jean St. Andre. They had to be ready 24/7 to be called out at any time. And they did get called out at 2 AM! VFC Herb Green was also the first member of 10-5 to attain the AUXOP designation.

The next large operational event occurred in 1989: Operation Solid Shield. According to George Stern (member from 1987-2015), the Defense Zone exercise was the most memorable event that he had participated in as an Auxiliarist. This was an exercise by the Navy and Coast Guard to train in coast line defense against illegal immigration. George was one of a number of Auxiliarists who played the part of an illegal alien. They used the *Maya Tina* in some of these exercises. George was eventually "arrested" along with several other "illegals". They were put in chains and displayed on the steps of the Court House in Wilmington. George said this caused quite a stir among those who didn't know what was going on.

Other exciting events of the 80's included helicopter training in 1987, a tour of the Lt. Jack Lummus ship at Sunny Point as guests of the U.S. Marine Corps, and Change of Command at Station Oak Island. The flotilla had grown from 15 members in 1984 to 36 in 1988: It was an era of teamwork and great leadership with Doug Otto, George Zeires, James Flowers, Jean St. Andre, and Coy Hewitt as flotilla commanders.

1985 – 1995: The *Maya Tina* and the Food Stand

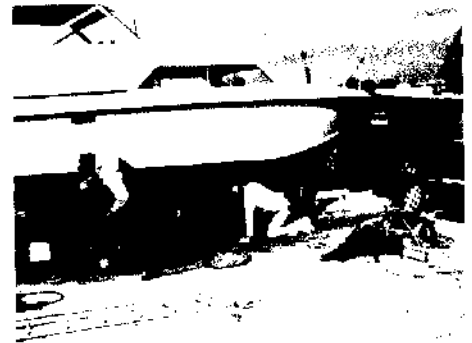
In 1985, member Merritt Lear donated his 25 ft. Chris Craft, the *Maya Tina*, to the flotilla to be used for patrols and training. The only condition of the donation was that the name of the vessel should remain. It was named for his two granddaughters.

At the time, Auxiliary and Coast Guard rules prohibited the flotilla from owning a boat or receiving large cash donations. So Jim Flowers registered and incorporated a non-profit corporation called Flotilla1005. Jim, Paul Sweeny and Floyd Henry were Directors of the corporation and members were all from the flotilla. The Corporation owned the boat, but "loaned" it to the flotilla for its use. The city of Southport donated a free dock in Old Harbor, but the boat could not leave the dock unless under Coast Guard orders, thus providing insurance coverage.



There was a problem of money to maintain the boat. So, in 1986, as Concession Chairman for the 4th of July celebration in Southport, Jim Flowers got the Corporation booth space to sell hot dogs and cotton candy. They bought a small office trailer and converted it into a food stand (in today's parlance, a food truck!). Work on the trailer was accomplished quickly. The work crews rebuilt the entire inside. There was no Coast Guard identification displayed, as this was a non-profit Corporation project. Bob Maker took on the job of lining up work crews and scheduling members to work shifts on July 3rd and 4th. These were the big money making days.

Money raised was given to the flotilla as a donation to maintain the *Maya Tina*. It also made it possible to initially rebuild the engine, install dual radios, take care of annual maintenance, plus some other flotilla activities. Herb Greene took on the oversight of necessary purchases to bring the *Maya Tina* up to first class condition.



The *Maya Tina* participated in many patrols, training sessions, and special events like the King Mackerel Tournament. Qualified crew and coxswains got a chance to train and run patrols but everyone was involved in maintaining the boat and raising money to keep her going. In 1989, the flotilla voted to spend \$3,000 to buy a new engine and other materials needed to keep her sea worthy. The *Maya Tina* earned the Outstanding Facility Operations Award for the 1990 patrol season and the Silver Award for Operations for the 1991 season.



Flotilla 10-5 Historical Highlights

In 1991, the question of the legality of the Corporation was brought to the attention of the flotilla. After some discussion with flotilla members, Flotilla Commander Susan Hancock authorized a committee to look into the legal requirements for the corporation and some new rulings coming down from the Coast Guard. In accordance with the Auxiliary manual, the Commandant had approved the organization of only one corporation to support the activities of the Auxiliary, and that was at the national level. Any flotilla corporation had to be dissolved. Flotilla 1005 Corporation was officially dissolved on December 31, 1991.

The plan was to have some members take ownership of the *Maya Tina* and offer it for use as an operational facility. Legal questions needed to be answered, so in 1992, the *Maya Tina* remained on her trailer until the Director of Auxiliary could make a determination on if or how they could use her as a facility. Evidently, the decision was made to allow ownership, because the *Maya Tina* was on patrol again in November 1992, after the water pump was replaced, transmission work done and a new long block installed.

At the beginning of the 1993 patrol season, the flotilla gave the *Maya Tina* new patrol signs and a new Ensign. The facility and her repairs were now supervised by the Chief Engineer at the CG Station. She ran a full patrol schedule from May to the end of July. The log book shows one patrol in May 1994 and one in May 1995, after which the *Maya Tina* returned to her berth at the Coast Guard Station.



The food stand continued to sell hot dogs, soda and cotton candy at the 4th of July celebration each year to support the facility as long as she was in use. It also appeared at several other festivals in the area. In fact, in 1993, the Town of Long Beach requested the food stand for one Saturday a month from May until September. The *Maya Tina* sank while at the small pier at Station Oak Island (exact date has yet to be documented). The members voted not to repair her and donated the vessel to the Coast Guard who raised it and transported it to Ft. Macon for boarding training. The money in the treasury was converted to a CD and the proceeds withdrawn annually to support flotilla activities. The money is still supporting the flotilla today.

1990's: Greatest Rescues and the Auxiliary Act of 1996

The decade of the 90's began with many changes for Station Oak Island and the members of 10-5. In January of 1990, the Coast Guard announced that plans for a new administration building and dormitory

Flotilla 10-5 Historical Highlights

facility were about 30% complete. In June of 1990, Senior Chief Jeffrey Arndt became the new OIC and overseer of the project. In 1991, Susan Hancock was elected Flotilla Commander of 10-5, the only woman to hold that office in 50 years! Construction would begin in the fall of 1991. Boating classes were scheduled as usual, but were held at the Hood building on Moore St. Courtesy Marine Exams were held every weekend from 6 to 9 AM at the Wildlife boat ramp, and patrols and on-water training with the CG were scheduled. Even amidst the construction, it was business as usual, to the best of everyone's ability. Chief Arndt issued a letter of appreciation to the flotilla for all the help they were providing, as well as the operational training for the active duty during that time. In May of 1992, the new station was open for business.

As the Auxiliary entered into its 6th decade, the Coast Guard, recognizing its value, began to integrate the Auxiliary into the everyday functioning of the service. The Coast Guard Auxiliary Act of 1996 expanded the Auxiliary purposes to assist in any Coast Guard mission as authorized by the Commandant, with the exclusion of law enforcement and military actions. Auxiliarists tended to and inspected lighthouses, patrolled federal, state and private aids to navigation, and helped the Coast Guard maintain them. They monitored the operation and off-loading of barges in harbors and marinas. Some small boat stations became manned in part or full by Auxiliarists.

In 1994, Gordon Axon, with the help of Bert Felton, put together information about the Oak Island Lighthouse, the Coast Guard station and the vessels stationed there. At that time the lighthouse was still under the jurisdiction of the Coast Guard and considered part of the station. With the Chief's permission and the information assembled, they began recruiting "tour guides." Gene and Emma Bellflower were the first to volunteer. Most of the tour guides have been from 10-5, but several from 10-8 and 10-7 have also been a part of this program, which still exists as of this writing.

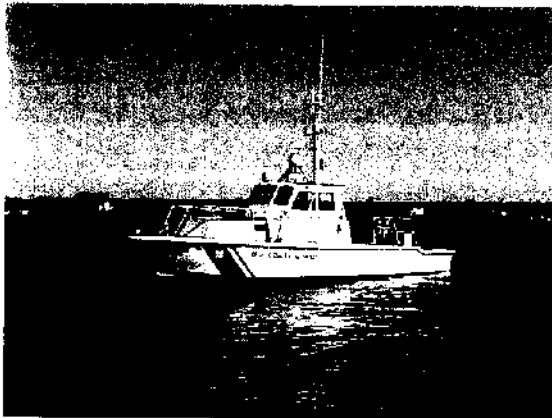


The decade of the 1990's witnessed some of the largest call-outs for disaster in Coast Guard Auxiliary history: Hurricane Andrew in 1992, the 1993 great mid-western floods, the Cuban-Haitian airlift in 1994, on July 17, 1996, TWA flight 800 en route to Paris exploded in mid-air off Long Island, New York, and the 1997 devastating 15-foot flood waters of the Red River engulfed Grand Forks, North Dakota and surrounding region. In each instance Auxiliarists, and sometimes 100's of Auxiliarists, were there to provide communications help, logistical

support, filling in for active duty at small boat stations, ferrying utility crews, flying surveys of the areas affected, and assistance in search and rescue and anything the Coast Guard needed them to do.

Flotilla 10-5 Historical Highlights

North Carolina experienced several hurricanes in the 1990's. In 1998, LCDR Haines, from Group Fort Macon presented the members of Division 10 with a Unit Citation for having skillfully executed the preparation for and subsequent recovery from the 1996 hurricanes Bertha and Fran. Bonnie (1998) and Dennis (1999) followed and the decade came to an end with hurricane Floyd, which created the "Flood of the Century" in North Carolina. And, again, members of 10-5 were there to assist.



Individual rescues were also highlighted in the 90's. When BM2 Larry Dean, SN Karl Anderson and Auxiliarist Geoff Chaney were patrolling the Cape Fear River in the 44' MLB after hurricane Bonnie, they were only checking for debris. While determining whether or not the river could be opened to traffic, they ended up saving a life. They heard a call for help and eventually found a blind and disoriented man in the water, clinging to a piling. They pulled him from the water, tended to his lacerations and treated him for shock before transferring him to local emergency medical services.

Dean and Anderson each received a Commandant Letter of Commendation and Chaney was awarded the Auxiliary Award of Operational Merit. Well done!

2000's: The New Millennium

This new decade began on a note of optimism. The Courtesy Marine Examinations (CME) program was updated under the leadership of Peter Urgola, and became the Vessel Safety Check (VSC) Program. The Auxiliary was partnering with the Power Squadron to increase the impact of the VSCs on recreational



boating safety. The members of Flotilla 10-5 were engaged in all the program areas, with 8 public education classes planned, boat crew training at Fort Macon, and night navigation training. 10-5 had a close relationship with Station Oak Island. On the Operations front, members were involved as watch standers at the station, cooks in the galley and crew members on the 41' UTB. Chief Bradford used 10-5 Auxiliarists on the helm and on the watch. During the Change of Watch, Chief Cantrell replaced Chief Bradford. 10-5 was 50 members strong and Sam Catanzaro and Bob Pavco were at the helm.

41' UTB crew: Charlie Offill, Sam White, Frank Eagan, Geoffrey Chaney

Flotilla 10-5 Historical Highlights

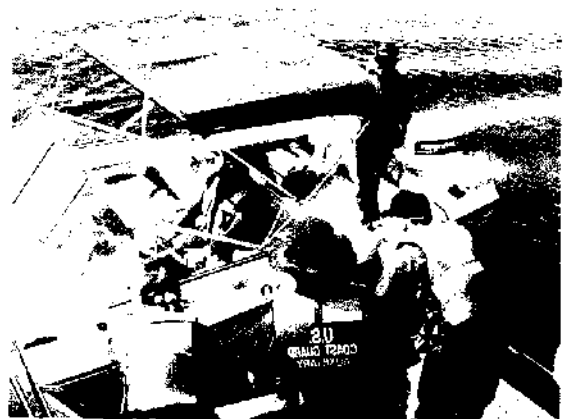
On July 14, 2001, the M/V Edward A. Carter, Jr. was being loaded with high explosives and ammunition at Military Ocean Terminal, Sunny Point, on the Cape Fear River, when a fire broke out in the engine room. While the Coast Guard proceeded to the location of the 950-foot container ship with the 41' UTB, the 21' RHI went to search for a crewman who had jumped overboard, and the Auxiliary established a safety zone that closed the Cape Fear River in the vicinity of the fire. In less than an hour more than 20 Auxiliarists were mustered to crew the facilities, stand radio watches, and assist with various other necessary activities throughout the night. Members of Flotilla 10-5 provided much needed support services to the Active Duty and Reserve assigned to the duty station.

10-5 Auxiliarist Frank Harrison, was a marine fire fighter throughout most of his career with the Coast Guard. After he retired from the Coast Guard, he became the Marine Fire Chief for the Port of Philadelphia. When he moved to Southport, Frank served as the Key Technical Advisor on Marine Fire Fighting for the Ports of Wilmington and Cape Fear. After the shipboard fire at Sunny Point, the Coast Guard realized they lacked the expertise in marine firefighting in this district. So they called on Frank, who trained many Sunny Point firemen, as well as Coast Guard firemen in the intricacies of fighting marine fires. In 2005, Auxiliarist Harrison published the *Manual Shipboard Fire*, which was adopted for use by the Coast Guard. In 2009, Frank published an interesting 50 year memoir entitled *Fire and Water*. Frank Harrison passed away in 2016.

September 11, 2001 – Al Quaida terrorists high-jacked commercial airlines and attacked the World Trade Center in New York, the Pentagon in Washington, DC and one plane was crashed in Pennsylvania, resulting in 3,000 deaths. There was a nationwide call-out of the Auxiliary and 10-5 was ready to answer the call.

After 911, Chief Cantrell and the Captain of the *Diligence* asked Division 10, including 10-5, to patrol the Cape Fear River near the *Diligence*, maintain regular station patrol (now 7 days a week), watch standers were needed 24/7, accompany night guards and walk the grounds, and assist with maintenance. Later, in 2002, the 911 Auxiliary Response Team would receive a Meritorious Team Commendation for their support of Station Oak Island.

Between the events of 911, heightened security, the transition in the hierarchy at the station, and the delivery of the new 47' MLB, changes were made in the way 10-5 members were trained for operations. Additional training was required of the Active Duty and Reserve on the Coast Guard boats, especially the 47' MLB, so the Auxiliary training time on the CG vessels was eliminated. Auxiliary training would be done while on patrol in an Auxiliary facility, which were now scheduled seven days a week. It was the trainees' responsibility to make arrangement with the Coxswain for tasks they needed. Docksider training began again in November, 2001.



Flotilla 10-5 Historical Highlights

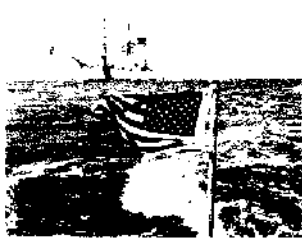
February 6, 2002 – Station Oak Island Fire



The Friday afternoon fire ravaged the CG Station in 30 minutes, with the help of a 35 mph southwest wind. The cause was thought to be electrical. Thankfully, there were no serious injuries, although all Station and Auxiliary records were destroyed.

Through perseverance, help from the community, Auxiliary and the Coast Guard, the station was able to get temporary quarters for the offices and communications center and housing for the six that lived at the station. Other CG units covered their area of responsibility until they were able to get back on line,

just three days after the fire started.



USCGC Barque Eagle escort

In 2003, the U.S. Department of Homeland Security was formally established and included the USCG and the Auxiliary. Two-boat training was scheduled for every Tuesday and Thursday and it was requested that 10-5 have a facility on stand-by every day, with the ability to be underway within 2 hours of the call-out. Members of 10-5 participated in Operation King' Hat Trick, in support of Operation Noble Eagle, under the supervision of the Marine Safety Office, Wilmington. As a part of this operation, the MSO conducted innovative and

intensive training using Auxiliarists to expedite qualifications of the Reservists assigned to execute new missions, as well as other activities to ensure the areas readiness and security. 10-5 members were also recognized for the successful use of the prototype Utility Boat Light. The objective of this operation was to evaluate the strategy of developing Auxiliary operated, CG owned and maintained vessel program as an effective Homeland Security force multiplier. In response to the sinking fishing vessel *Delia J*, 10-5 members were recognized for meritorious service as part of the Carolina Beach Safety Inlet Zone Enforcement Team. Emphasis of all these high profile exercises was on readiness and security.



U.S. Coast Guard
Department of Homeland Security
Oak Island Station
Dedication Building
to Honor during Ceremony

Nov 27, 2007

The highlight of 2004 was the reopening of the new Coast Guard Station. As always, the members of 10-5 were there to help, as well as celebrate the day. The Vice Admiral Thad Allen presided over the dedication ceremony. He also enjoyed taste-testing the BBQ cooked by John Frazier and his assistants, Jim Janovetz, Joe Boland and Jim Siedliski!

Flotilla 10-5 Historical Highlights

Operation Cape Fear took place in 2005, on the Cape Fear River by Auxiliary facilities and crew from Division 10, including members of 10-5. The purpose of this mission was to check the Locks for possible safe harbors for the Coast Guard facilities during hurricanes and major storms moving on shore from the ocean. The crews also checked for proper location of the mile markers, looked for pollution, possible hazardous material in the water and hazards to navigation on the river. They also looked for any area that could breach security zones. All tasks were accomplished and the mission successfully completed.



Passing under the Navassee Bridge



Fall 2005 brought fellowship to the beach. The beach party included friends, Frogmore Stew with a little wind and sand for flavor. A good time was had by all.

2005 also brought the Operational Dress Uniform, the Award of

Operational Excellence for the Utility Boat crew, awarding of the USDOT 911 certificates and ribbons, the new Recreational Boating Safety (RBS)

device, and Team Coordination Training, and the FEMA courses (100, 700) became required for boat crews.

Then, on August 29, 2005, Hurricane Katrina arrived. Again, members of Flotilla 10-5 stepped up for the challenge. The Presidential Unit Citation, ribbon and "hurricane" device would be presented to the Coast Guard and the Auxiliary for their exceptional commitment, expertise and operational readiness during the aftermath of the storm.



Public Education, membership recruiting and keeping the UTL Operational Program active to meet the goal of 24/7 on-water security, highlighted the flotilla efforts in 2006. FSO-PE Jack Hisley conducted America's Boating Course, Boating Skills and Seamanship, Coastal Navigation Course, and GPS for Mariners. These popular courses generated a good number of students, new members, and revenue for 10-5. To grow quality membership, 21 new individuals were enrolled in 2006. Socially, 10-05 was very active with an event at least every quarter: two barbecues, Frogmore Stew, and a cookout at the Station with family. Of course the Change of Watch (COW) was always well attended. At the COW, Chief Dawn Smith mentioned that she would like to have someone paint a mural on the training room wall. With the help of Joe Boland, FC, artist Dick Staat was solicited and agreed to paint the mural. After several weeks, the mural was done and it will be enjoyed for many, many years to come. 2006 also brought the inaugural Safety Day at Station Oak Island.

Flotilla 10-5 Historical Highlights

Jackson Lewis became 10-05's first official historian in 2006, and Joe Boland, FC also appointed a Historical Committee to gather data and documents to start the process. John Frazer (FSO-PB) re-started the "SPOTLIGHT" on new and long term members. These actions were the seeds for rebuilding our history for the 50th anniversary.

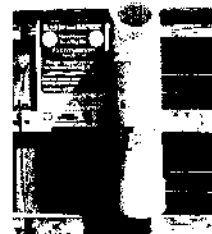


Nancy Hahn was awarded the CG Auxiliary Commendation Medal for her extensive volunteer service to the Coast Guard, including her work in reorganizing and redeveloping the Rescue and Survival Systems Program. She was also recognized for her involvement in a CG patrol that resulted in the rescue of three individuals who had been thrown from their boat.

On 3 February 2007, three Auxiliary OPFACS from 10-5 and 10-6 maneuvered as lead and trail safety zone screens to USCG Albacore, to escort M/V Zhen Hua 16, and her cargo of four new 100-foot container cranes, from off shore in the vicinity of Bald Head Island, through the mouth of the Cape Fear at Southport and then up the river to the State Port in Wilmington. Auxiliary air support was provided by Flotilla 20-6. The planned trip Zhen Hua was 5-7 hours from the buoy to the State Port, but start to finish the mission for the crews took 8 hours. Eight major organizations participated in the planning and execution of this mission. This was a good example of the application of our Team Coordination and Incident Command training.



Flotilla 10-5's involvement in Marine Safety was highlighted in 2007 by the accomplishments of four of our members. Jim Stoddard, Bob Eldridge, Chris Halladay and Larry Coble, working for two years with the Marine Safety Unit in Wilmington, earned the distinction of Junior Officer of the Day and earned their Trident Device. At the time of the award, Flotilla 10-5 was the only flotilla in the USCG Auxiliary that had four Trident recipients. They worked at the Marine Safety Office and continue to investigate new Marine Safety endeavors in Station Oak Island's area of responsibility as well. The Flotilla was granted money in 2007 by BOAT US to create, install and maintain monofilament (fishing line) recycling bins at Southport Municipal Pier and, later, at Yaupon Pier and Ocean Crest Pier. The recycling bins were installed in March 2008.



Flotilla 10-5 Historical Highlights



In 2008, the Coast Guard Meritorious Team Commendation was presented to 23 members of Flotilla 10-5 as members of the Auxiliary Utility Boat Operations Team. They logged over 1800 hours providing homeland security, and search and rescues. The Team diligently completed over 400 patrols that couldn't be filled with active duty resources. The 16 coxswains and 40 crew members of the Boat Operations Team also provided area of familiarization and towing training to the active duty units that wouldn't have otherwise been available. As a truly integrated component of the Coast Guard, the Team escorted the USCGC Eagle, as well as other invaluable Tall Ships in multiple high profile marine events.

2008 also brought about Modernization in the Coast Guard, creating Sectors and restructuring units under each Sector Commander. The Auxiliary also went under restructuring and many flotillas were either combined or eliminated. Flotilla 10-5, with its large number of active members and support of Station Oak Island was unchanged by the process. Crews completed 213 patrols, including the King Mackerel Tournament in October. The flotilla had outgrown the training space at the Station and moved its meetings to Southport Baptist Church and then to Trinity Methodist in 2009.

As the end of the decade rolled around, the Coast Guard and the community said goodbye to the Aids to Navigation Buoy Tender *Blackberry*. The 62 year old ship was decommissioned and its crew will soon staff the station's new cutter, *Bayberry*.



The AIMS notification system was put into use in 2009. Training, as always, was a big focus, but in 2009 Commercial Fishing Vessel Safety (CFVS), Search and Rescue and Mass Casualty Rescue Operation (MRO) training topped the list. Operation Safe Catch stressed commercial fishing safety; a two-day Search and Rescue exercise was conducted for Auxiliary crew at Wrightsville Beach. MOM patrols (Maritime Observation Mission) were conducted under the auspices of the Marine Safety Unit in Wilmington.

In 2009, Senior Chief John A. Sesta, Officer in Charge of Station Oak Island presented Warren Edman with the Coast Guard Boat Force Operations insignia. Frank Egan previously received the Boat Forces insignia. Nancy Hahn passed her check ride and became a fully qualified crew member on the CG 25' response boat. Nanette Gabler passed her Captain's License and is now beginning study on her Master's License. Congratulations to Warren, Frank, Nancy and Nanette for their great accomplishments. They exemplify the spirit of 10-5 members to train, learn, apply and meet the challenge.

2009 saw the termination of the Loran-C system. And during this decade, Flotilla 10-5 lost several long term members: Coy Hewitt, Rich Thomas, Stan Ash and Gerry Marsh. Fair winds and following seas, dear friends.

2010-2016: Coast Guard Support and Recreational Boating Safety

To date, this decade has experienced several changes that would affect the way the Auxiliary conducted patrols. In February, 2010, the Coast Guard permanently terminated the transmission of all U.S. Lorán-C signals. The Boat Crew Qualification Maintenance and Currency Program was changed to require at least 12 underway hours per year and a QE check every three years. Auxiliary Air Observers were required to meet the same medical screening requirements as the Air Crew. The Marine Safety Trident Program Qualifications were updated to require five years of sustained activity and support at the marine safety unit, instead of four. Guidance was issued on the use of cellphones and smart phone while on patrol. Preparation and performance were emphasized. Master Chief Cantrell authorized Auxiliary members to ride on the Coast Guard vessels as observers. Permission was granted based on the nature of the mission, space available and would initially start with training patrols.

In January of 2010, three past Flotilla Commanders, Warren Edman, Joe Mazzei and Bert Felton braved the frigid weather to assist in the Cold Stroke Classic Regatta. It was a frigid 23 degrees when they started the patrol on Jan. 9th. The pre-race briefing took place at the Dockside Restaurant just south of the Wrightsville Beach Bridge. The paddlers were to race 3.5 miles or 7 miles, depending on their class. The 10-5 facility was assigned to follow the last wave of paddlers. A short time into the race a father and son were seen to be lagging behind. The father requested help from the patrol boat and asked to be taken to the EMS team on site for the race. The father and son were taken on board. The crew wrapped the boy in a blanket and coxswain Warren Edman drove back to the Dockside where the passengers were attended to by the EMS team. This patrol provided a good lesson on hypothermia, which was shared with the flotilla.



2011 was highlighted by the arrival of the AUXCHEF program at Station Oak Island. Jim Stoddard, Larry Coble and Tony Rizzo received their AUXCHEF certification and began their support of the station galley personnel, cooking and serving breakfast and lunch.

In December 2011, Auxiliarist Nancy Hahn was recognized as the Station Oak Island Sailor of the Quarter for her contributions to the station and its crew. As an active member of the station's Rescue and Survival Team, she devoted numerous hours to inspecting and maintaining the rescue and survival equipment. Auxiliarist Hahn was also the only member of Flotilla 10-5 to complete the PQS and qualify as boat crew, with the active duty, on a Coast Guard vessel. Her devotion to her work in support of the Station Oak Island led to her nomination by her CG peers for the Sailor of the Quarter.



The Coast Guard Meritorious Team Commendation was received by a large number of Flotilla 10-5, as well as other flotillas, for exceptional service in support of Station Oak Island from December 2009 to December 2012. Due to Operation Deepwater Horizon, the Coast Guard redistributed some of its

Flotilla 10-5 Historical Highlights

manpower and utilized the Auxiliary to fill some of those gaps. Station Oak Island was brought down to minimum crew level. Members of 10-5 and other flotillas stepped forward to assist Station Oak Island in a number of ways. Auxiliary Radio Watch standers were scheduled almost every day. On Wednesdays, a team of members met at the station to work on various projects such as painting, caulking, driveway sealer, volleyball court and whatever needed to be done to improve facility maintenance and operational excellence. In addition,



the Auxiliary chart updating team began its work, preparing charts for Ready for Operations and Standardization Team Assessments; and the inspection of Rescue and Survival equipment was conducted, maintained and logged by Auxiliarists as part of the R&S Team.



2013 ushered in an emphasis on leadership and teamwork. *“Flotilla 10-5 is large: 100+ members, with enough capable appointed staff, coxswains, crew, facilities, instructors, inspectors, etc. to do what is needed. However, with resources and good fortune come responsibility and expectation. Individual energy and commitment alone are not enough for success. As a result, enhancing the overall structure and interactions of our flotilla has been an area of major focus for the leadership of 10-5.*

To maximize our potential we have this year restructured into functional teams: “RBS Prevention” Team, led by Pete Urgola, an “On The-Water” Team, led by Chris Halladay, and a “Public Outreach & Member Services” (POMS) Team led by Jack Gordon. The POMS Team is devoted to all those who take care of our membership and our partners in the public sector...without which the Flotilla could not operate. Rounding out the picture is a Leadership Team led by Dan Agopsowicz, FC and Butch Willette, VFC.

We are also uniquely fortunate to be sited at a very active and supportive Coast Guard Station...Station Oak Island, at Caswell Beach NC. We are there for meetings, as watch standers, to assist in OTW training, to chef, to update charts, to do maintenance...to be with them, our partners. BMSC Cantrell, BMC Jordan and BM3 Allen work with us daily in the most productive and professional fashion possible. Nothing drives home the reason for our AUX existence as much as the opportunity to serve in meaningful ways with the impressive Staff and Crew of Station Oak Island.” Quoted from the Commander’s Comments in the Loud Hailer April 2013.



Water n’ Kids program was initiated in 2013, with the first class at Southport Elementary and then at Safety Day. This program has been well supported by the members and well received in the schools. It continues to grow as our instructors travel to new schools each year. By 2016, we will have taught the Kindergarten, first and second grades in all 10 elementary schools in Brunswick County.

Flotilla 10-5 Historical Highlights

2014 rang in the 75th anniversary of the USCG Auxiliary. The flotilla's teams continued to work, sharing ideas across disciplines and initiating new ideas for public outreach. Efforts were coordinated between Public Affairs, the Webmaster and the Facebook editor (new in 2014) to tell our story to our members, as well as the public. An official flotilla photographer was also established with 2 additional back-up photographers, to make sure we have a photographic record of all events. All of these officers also provide information to the Historian to complete the loop. A Diversity Officer was also added in 2014 and a Speaker's Bureau was initiated with visits to the Southport Rotary Club and Lions Club. Nine new Coastie operators were trained to support the public outreach going forward. Members participated in 10 public events in 2014 to bring the message of boating safety to the public, promote boating safety classes and vessel examinations. The energy of the Public Affairs program in 2013 continued on in 2014, resulting in National recognition of Flotilla 10-5's Public Affairs program as the best PA program in the nation. National recognition was also received by Dawn Smith (National Photography Award), Irene Reynolds (Growth Award), Diversity Award and Cooperative Charting Awards went to the flotilla and the Century Club Awards were presented to many of the flotilla's Vessel Examiners. And, in 2014, Rhonda Willéte became 10-5's first female Coxswain.



The Auxiliary Commandant Letter of Commendation award was presented to Chris Halladay for his service as the leader of the Station Oak Island Tour Guide Team from May 2013 to September 2014. Chris took on the responsibility of training the tour guides and scheduling the tours which took place every Wednesday from May through September each year. Twenty-three tour guides from three flotillas also received a Coast Guard Meritorious Team Commendation for their contributions to Station Oak Island.

Joseph Wheeler, John Askin, Charles Duke, Eric Palmer and James Griffith received a Coast Guard Meritorious Team Commendation for their accomplishments as a part of the Coast Guard Real Property Audit Auxiliary Photographic Team. Utilizing Auxiliary facilities and land-based vantage points, they photographed all of the Coast Guard's federal aids to navigation in our area of responsibility. This was done to help the CG complete a physical inventory of real property assets and was a time critical project. Flotilla 10-5's team completed 100% documentation in our area in advance of the deadline.



Flotilla 10-5 Historical Highlights



On January 4, 2015, a barge with a large crane was transiting the Atlantic Intracoastal Waterway and hit overhead power lines south of South Harbor Village Marina. This caused an extremely hazardous condition to the general boating public as the power lines were in the water. The Sector Commander closed the AICW in the vicinity of the downed wires and the Coast Guard and County Sheriff Marine Patrol secure the site for the remainder of the day. On January 5, 2015, Coxswain Warren Edman and his crew, Jim Griffith and Floyd McLeroy, were on scene at 0645 on the south side of the downed power lines, near the NC Wildlife ramp. Numerous vessels attempted to gain access to the area, but they were intercepted. The Auxiliary facility remained on station for 7.5 hours, until the wires were repaired and the Captain of the Port opened the AICW for public transit. The crew received special District recognition from District Commodore Sersen for securing the winter safety zone when power lines were down on the Intracoastal.

2015 was a year of new ventures. Flotilla 10-5 added nine new members and two transfers, received a \$2000 grant for Water & Kids, taught a Paddlesport course for the first time, offered an ABS class in Spanish and another for women only, arranged for newspaper reporters from various newspapers to write articles about their activities, enjoyed the new Frogmore Stew fellowship event, attended career days at the middle schools and worked with ROTC along with the active duty at the high school, TV reporters came to a VE Ramp Day and produced an article about vessel safety, complete with photos of members performing a VSC. The Marine Safety program participated in a new environmental event at the Lockwood Folly River, and flotilla members collaborated with the Power Squadron to produce an article on boating safety for National Safe Boating Week. Members also worked in conjunction with Station Oak Island on operations and VSCs at the Wildlife ramp and a static display at Walmart during National Safe Boating Week.



In 2015, a sub-team was formed for the Public Education program, with the FSO-PE being responsible for the six ABS classes, one assistant responsible for BS&S and a second assistant responsible for the Water & Kids program for grades K, grades 1 and 2 at three elementary schools. That team approach enabled the flotilla to maintain the three existing PE programs without risking instructor burn-out, and allowed them time and resources to try some expansion into new areas of public education.



2015 was a year of growth in RBS. The Vessel Examination program increased their productivity by 82% and Partner Visitation by 30% over 2014, the Public Affairs program increased its scope to include several new venues for their boating safety messages, and the Public Education program added 2 new courses to its agenda. Operations personnel increased by 2 coxswain and one crew member. Flotilla 10-5 received the recognition from Division 10 for its outstanding RBS efforts in 2015. Flotilla 10-5's strong RBS program also play a significant role in Station Oak Island receiving the 2015 CG District Five Recreational Boating Safety Award.

Flotilla 10-5 Historical Highlights

2016 built upon the Recreational Boating Safety success of 2015. Dawn Smith, FSO-PE; David Tester, FSO-VE; Lee Garvin, FSO-PV, Glenn McVicker, FSO-PA and Bob Lewis our Facebook expert, continued in



their positions and perfected the art of teamwork to make 2016 'The Year of RBS'. A Public Affairs strategy was planned within the team, combining existing public outreach methods with some new and exciting venues. TV reporters showed up at Safety Day, in the classrooms and on the ramps. Newspaper reporters were invited to do specific articles on vessel exams in action. Articles on the Auxiliary were written for local community magazines. Facebook was ramped

up and social media began to take hold and became a source of information on classes, vessel exams and membership. The PA booth even appeared at the local movie theater for the showing of *The Finest Hours*. National Safe Boating Week activities were also increased with vessel examiners at five marinas conducting 97 VCSs in one weekend. Proclamations were signed in Southport, Oak Island, Caswell Beach and Boiling Springs Lakes.



The Partner Visitation Program is a combination of public education and public affairs. The flotilla is now up to 13 Partner Visitors who are well trained, knowledgeable members who conducted 520 visits, personally advocating our boating courses and encouraging vessel exams. This year partners have increased to 66!



Public Education classes showed a marked increase in number of students. 101 students graduated from seven ABS classes, 16 from the BS&S class (doubled from 2015) and 16 from the Paddlesport class (tripled from 2015). A special class was done for approximately 20 Boy Scouts. And finally, 10001 elementary school children learned about water and boating safety through the *Water n' Kids* program.

Vessel Examinations had a very productive year due to the 2016 VE Challenge to be the #1 flotilla in Division 10 for VSCs. As of June 26th, the Vessel Examiners of 10-5 had completed 282 VSCs. The challenge was for each of the 16 Vessel Examiners to do one VSC per week for the rest of the year. As of this writing, they have performed 507 Vessel Safety checks, a 42% increase over 2015.

The challenge also included maintaining their high quality examinations and education of the boating public. Numbers are great, but quality is best! In 2016, five new vessel examiners were added to the team and two vessel examiners earned the RBS Device. Congratulations to Lee Garvin and David Tester. Flotilla 10-5 now has seven vessel examiners who have earned the RBS device.



Flotilla 10-5 Historical Highlights

The effect of our RBS prevention programs and our presence on the water cannot be measured.

The positive effect is every day we do not see a drowning or boating tragedy.



Safety First.....

On land and sea.



It has been a wonderful, productive 50 years for Flotilla 10-5!

It has been difficult, at best, to highlight Flotilla 10-5's 50 years of service, when there are so many noteworthy individuals and missions. So many good people have joined Flotilla 10-5, trained hard and given of themselves and made significant contributions to further boating safety and support the Coast Guard.

To all members of Flotilla 10-5, past and present:

“Thank you all for your 50 years of service!”



Flotilla 10-5 Flotilla Commanders

2017 William (Kim) Curry	2000 Samuel Cantazano	1983 George Zieres, Sr.
2016 John P. Gordon	1999 Ronald Semple	1982 Douglas Otto
2015 John P. Gordon	1998 Ronald Semple	1981 Douglas Otto
2014 Clarence E. Willette, Jr.	1997 Floyd Henry	1980 Conley Koontz
	1996 Floyd Henry	1979 Floyd Henry
2013 Daniel E. Agopsowicz	1995 Gerald A. Marsh	1978 Jack Campbell
	1994 Gerald A. Marsh	1977 Edward Christman
2012 Joseph L. Wheeler	1993 Stanley Ash	1976 unknown
2011 Joseph L. Wheeler	1992 Floyd Henry	1975 unknown
2010 Christopher R. Halladay	1991 Susan Y. Hancock	1974 Chuck Roof
2009 Elbert (Bert) Felton	1990 David R. Carr	1973 Frank Hutton
2008 Joseph L. Mazzei	1989 Coy Hewitt, Jr.	1972 unknown
2007 Warren D. Edman	1988 Jean St. Andre (died in office)	1971 Charles Brooks
2006 Joseph G. Boland		1970 unknown
2005 Eugene E. Haggerty	Coy Hewitt, Jr. finish the term	1969 Frank Hutton
2004 Ephraim M. Botnick	1987 Jean St. Andre	1968 Dr. Norman Hornstein
2003 Douglas W. Gorsline	1986 James Flowers	1967 Dr. Norman Hornstein
2002 Geoffrey F. Chaney	1985 James Flowers	
2001 Samuel Cantazano	1984 George Zieres, Sr.	