



FLOT Lines

Flotilla 74, Brandon

District 7

USCG Auxiliary

Issue 5 2022

District 7 D-Train 2022 was a Hit!

(Or, why you should consider attending in 2023.)

By Dorothy Riley

Daniel Helou, Division 7 Commander, is elected District Captain-West at the district business meeting on Sept. 16, 2022, in Orlando. Dorothy Riley, Staff Officer-Publications 7, earned the District 7 Publications Award in the division newsletter category. The two congratulate each other during the meeting break. United States Coast Guard Auxiliary photograph by R. Michael Stringer.



After a two-year hiatus due to COVID, District 7 held D-TRAIN 2022, District 7 Board Meeting and Training, Sept. 13 - 18, 2022, at the Florida Hotel and Conference Center in Orlando.

Friday afternoon's District 7 Board Meeting comprised addresses by Auxiliary leaders and Coast Guard guests, elections for district officers, and the presentation of numerous awards to units and members. The ceremony for sending off members who died the previous year was explicitly touching. The Coast Guard Pipe Band members played "Amazing Grace" as they exited the room, allowing the sounds to fade into the distance.

Coast Guard guests included Capt. Troy P. Glendye, Chief Director of the Auxiliary and Coast Guard Office Boating Safety; Capt. Tina J. Pena, Commander, Air Station Borinquen; Cmdr. Navin L. Griffin, Director of Auxiliary District 7; and BOSN4 Hailie Browne, Operations Training Officer District 7. Capt. Glendye pointed out that during the pandemic, we lost approximately

2,000 members. Opportunities to serve our Coast Guard partners have expanded, making recruiting a vital mission.

Capt. Glendye authenticated the District 7 elections. John Holmes, District Chief of Staff (DCOS), was elected District Commodore 7. Martin Goodwin, DCAPT (District Captain)-North, will serve as DCOS beginning in 2023. The new District Captains are Daniel Helou, DCAPT-West; Doug Armstrong, DCAPT-East; and James Parker, DCAPT-North. Information tables lined the main corridor. Auxiliary specialists scheduled workshops all day Saturday and Sunday morning. Topics encompassed the Auxiliary

(Continued on page 3)

FLOT Lines



Flotilla Staff Officers

August Miller
Navigation Systems

Clark Pittman
Member Training

Richard Strehl, Jr.
Finance
Public Education

George Papabeis
Public Affairs
Operations

Dorothy Riley
Publications

William Sage
Human Resources
Program Visits

Clark Pittman
Secretary of Records

Hilario Benitez Rivera
Vessel Examinations

Tanner Piliego
Information Systems
Communication Services

Newsletter Flotilla, 74 Brandon

William Sage, Flotilla Commander

Dorothy Riley, Flotilla Vice Commander

Meeting: Second Tuesday of each month at 7:30 p.m.

3006 South Kings Ave., Brandon, Florida

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We're on the web!

www.cgaux74.org

<https://www.facebook.com/groups/Flotilla74/>



FLOT Lines is a publication of Flotilla 74, Brandon, District 7 United States Coast Guard Auxiliary, located at 3006 S. Kings Ave., Brandon. The cost of publication is provided by dues-paying members of the Auxiliary, an organization of unpaid, civilian volunteers whose mission is to assist the U.S. Coast Guard in promoting boating safety. Articles may be reprinted with the express consent of the author or photographer with proper credit given to same. For permissions or for more information, please contact the editor, Dorothy Joan Riley, SO-PB, Email address: dottieriley@gmail.com



Articles of Interest

(Cover story, continued)

Information System and Auxiliary Data, Communications, issues relevant to Recreational Boating Safety Partner Visits and Vessel Safety Checks, leadership topics, aviation and operational matters, Public Affairs, and Publications, to name just a few. In addition, the district materials store was open to the members. The best part, however, was seeing old friends and familiar faces.

Rear Admiral Brendan McPherson, Commander, Seventh Coast Guard District, delivered the keynote address at Friday night's Commodore's Banquet. The frocking of the new district officers was the evening's highlight. The dinner included more award presentations. Saturday night's "Fun Night" featured a wonderful dinner, dancing to a live band, and lots of laughter.

Attendance was down from pre-pandemic events. Many members were reluctant to attend group events. With Florida having the sixth highest COVID infection rate in the nation, district leaders took plenty of precautions, including requiring members to be vaccinated against the virus or presenting a negative COVID test. Face masks were made available to all members at registration. Members who did attend had a wonderful time and look forward to attending D-Train next year. Ω



ORLANDO, Fla., Sept. 16— Dottie Riley, Staff Officer-Publications Division 7 accepts the Best Division newsletter award presented (from left) by Cmdr. Navin L. Griffin, Director of Auxiliary, District 7, COMO Pat McMenemy, District Commodore District 7, and Capt. Troy P. Glendye, Chief Director of the Auxiliary and Coast Guard Office Boating Safety. On the dais behind them are John Holmes, District Chief of Staff and COMO Gary Barth. United States Coast Guard Auxiliary photo by R. Michael Stringer.

Why Should I attend D-Train?

Do you have misgivings about attending D-Train? Are you wondering why you should, and are you listening to myths about D-Train? Let us start by looking at some D-Train myths:

MYTH: "D-Train is for District 7 leadership. Regular people like me would feel out of place."

TRUTH: D-Train is for ALL members. Every Auxiliary leader is a volunteer just like you. They are retirees, students, Uber food servers, tradesmen, salespersons, company CEOs, and medical professionals. Auxiliary leaders come from every stratum of our society and likely look like the person who lives next door. Our leadership is as diverse as our membership. What we share is our commitment to boating safety and to the Coast Guard. No one at D-Train is a "stranger."

MYTH: "The courses offered are not what interests me."

TRUTH: D-Train offers courses and workshops from nearly every department. It is also the perfect opportunity to learn something new.

MYTH: D-Train is too expensive.

FACT: Yes, conference and hotel registration for three nights are in the \$600 range, but there are ways to reduce costs. Go with a fellow member and split the cost of a hotel room. Stay at a nearby, less costly hotel. Come for a single day to attend classes. Conference registration is \$15 per person. You can carpool with other members and split the cost of gas. This means you could attend for \$25 or less.

It is time to step outside your comfort level, and you have nearly a year to prepare yourself. See you at D-Train in 2023!



From the Helm

William Sage Flotilla Commander



One benefit I receive from volunteering with the flotilla is the relationships I have developed with other members. In fact, that is why I joined, to meet new people and do something meaningful. I have really enjoyed working with everyone and getting things done. It has been a rather unusual past two years; however, I see positive things on the horizon.

To get things moving positively and energized manner, I feel we need to focus on all members communicating, becoming educated, and participating in our various functions. These three areas are critical components of having a viable flotilla.

Every one of us needs to keep current in our core courses, become qualified in some area of interest, and then remain current. We discuss this in our staff meetings each month. We want you to know that we are here to help you get this done. Once qualified, you can join in with others in that specialty and enjoy the fellowship of accomplishing your goals.

Now that we have a facility (a boat named "Daisy") in the flotilla, crew classes are being conducted at Flotilla 79 Tampa. To attend, you need to have your core courses completed.

We now have several members qualified as vessel examiners and need more qualified as program visitors, which is fun and easy to do. We can also do more with navigation systems, special missions, etc.

Remember, we can work together to get this done. Just ask us if you need help. Ω

Note:

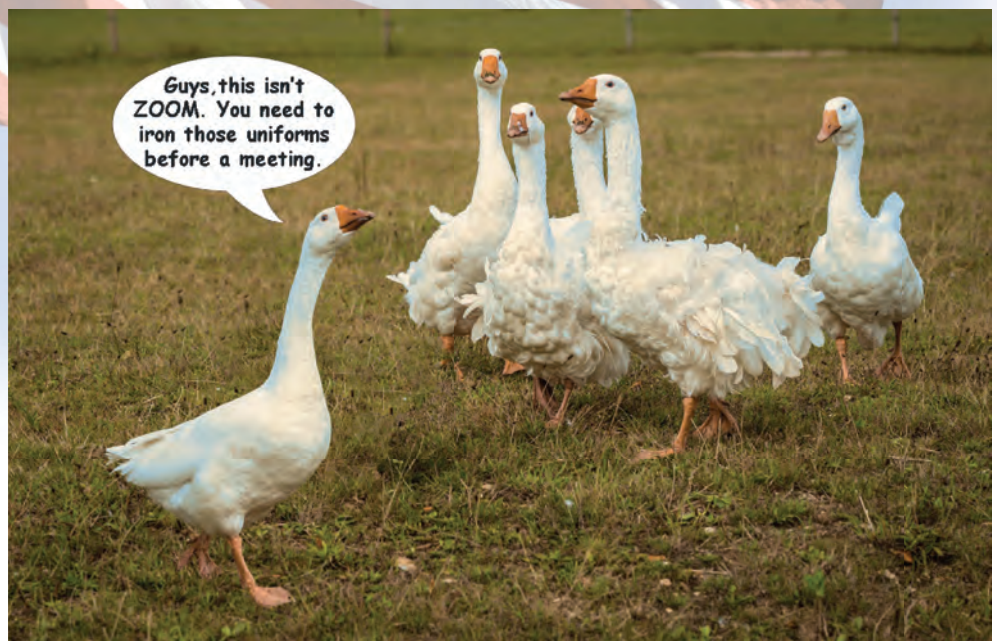
**October 11 Flotilla 74 ,
Brandon election results
for 2023:**

**Dottie Riley, Flotilla
Commander**

**Bill Sage, Flotilla Vice
Commander**

*Image edits by Dottie Riley.
Royalty free-to-use photo from
Unsplash by Nick Fewings.*

*(When we are short on photo-
graphs, we 'play'.)*



From the Helm



Dorothy Riley Flotilla Vice Commander

I begin by thanking you for electing me to lead this flotilla. Lifting up this flotilla is a tremendous job that I cannot do alone. I pray that I do not fail the trust you placed in me. No one member- no one elected leader can do this alone. I can lead, guide, and support you, but we must do this together to echo Bill Sage's words.

These past several years have dealt our flotilla many blows, the heaviest of which was (and is) the COVID pandemic. While the Auxiliary nationwide suffered from the pandemic, it has knee-capped our flotilla. We may have come

through this better, but we also suffer from a chronic sense of listlessness, dissatisfaction, and disconnection from each other. This dissatisfaction has resulted in the loss of many valuable members, who carried a lion-share of our activities in many instances. Our flotilla building presently cannot be used. We suffered flooding, and repairs are not yet complete. The flooding complicates matters.

By contrast, we have members who are working in over-drive. They carry several flotilla staff office positions and are the first to volunteer for any job. I wish we could clone these guys or inject some of their energy into our inactive members.

The four cornerstones of the Auxiliary are 1.) Member Services, 2.) Recreational Boating Safety, 3.) Operations and Marine Safety, and 4.) Fellowship. I refer you to your "New Member Reference Guide."

The first and primary mission of the Auxiliary is to attract, recruit, develop, train, nurture, and retain Auxiliarists for duty assignment. I suggest we have a planning session to brainstorm ways to accomplish this. We now have a facility, and George Papabeis organized a crew class to expand our Operational capacity. We have failed in

Fellowship. We can blame this on meeting via Zoom, but that is too easy. While we brainstorm recruiting, let's also talk about this. Yes, I skipped Recreational Boating Safety. We need first to recruit and motivate our members.

We will hold our regular holiday get-together in December, most likely on Dec. 12. (Planning late means we are limited in choosing dates.) Friends and family are welcome to attend. More information to be announced later. For now, let's look forward to seeing each other again!

I remind you also to attend the November flotilla meeting on Nov. 8. The link to the Zoom meeting is sent out ahead of time. Ω



Articles of Interest

Consider Completing the “Good Mate” Course. Marine Environmental Protection is Critical.

Dorothy Riley, SO-PB

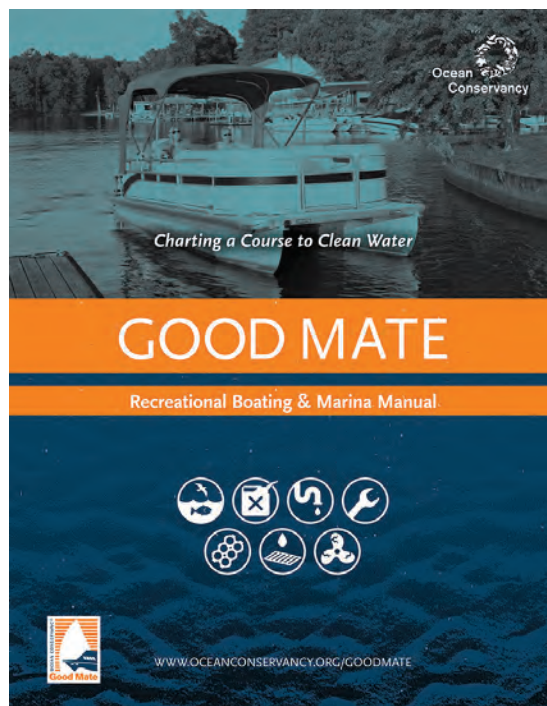
The “Good Mate” course was developed by the Ocean Conservancy and is designed to encourage ocean and waterway conservation by boaters. The course material is available on the Prevention Directorate website by clicking <http://wow.uscgaux.info/content.php?unit=P-DEPT&-category=ms-courses>. Both the “Good Mate” course and the link to the National Testing Center are available on the page.

Several Marine Safety qualifications require completion of the “Good Mate” course, but the course is invaluable for anyone interested in marine environmental protection – Auxiliary members and recreational boaters.

The Good Mate program’s primary goal is to help recreational boaters and marina staff gain a better understanding and awareness of how they can help protect waterways while enjoying their recreational boating activities.

The long-term objectives of the Good Mate program are:

- Helping boaters and marinas develop and incorporate environmentally friendly management strategies in six areas: oil and fuel, sewage pollution, vessel maintenance and repair, marine debris, stormwater runoff, and vessel operation.
- Educating and training recreational boaters and marina staff to be informed and educated



stewards of waterways.

- Helping boaters and marinas realize economic benefits while promoting environmentally friendly procedures.
- Fostering cooperation between groups interested in the use, quality, and enjoyment of local waters
- Keeping boating fun by maintaining a safe, pleasant, and clean environment.

The “Good Mate” course is recommended for any member of the Auxiliary interested in marine environmental safety and protection. Ω



Articles of Interest

Next Practices in Achieving Diversity and Inclusion.

<http://ddept.cgaux.org/documents/NextPracticesInAchievingDiversity&Inclusion.pdf>

The Auxiliary has already created its Policy Statement and Strategic Plan to develop diversity and inclusion initiatives throughout the organization. Our plan addresses the purpose, vision, specific goals, and action items toward managing diversity.

Next, it's incumbent upon the Auxiliary's elected and appointed leadership to incorporate and carry out our diversity policies and objectives into every aspect of the organization's functions and purpose. It is our leaders who'll be expected to carry out an active role in implementing our diversity processes helping the Auxiliary maintain the competitive edge as a volunteer organization; our actions will be aligned with the core values of **Honor, Respect, and Devotion to Duty**.

Now is also the time to move beyond viewing diversity and inclusion as merely the numerical representation of certain groups. It's time for a systematic application of diversity concepts to the business of our organization. Diversity and inclusion are business priorities of Team Coast Guard, and it takes people with diverse talents and perspectives into an inclusive culture.

What is Diversity and Inclusion?

"Diversity includes all characteristics and experiences that define each of us as individuals." A common misconception about diversity is that only certain persons or groups are included under its umbrella, when in fact, exactly the opposite is true. Diversity includes the entire spectrum of primary dimensions of an individual, including race, ethnicity, gender, age, religion, disability, and sexual orientation. Secondary dimensions commonly include: communication style, work style, organizational role/level, economic status, and geographic origin. It is a simple fact that each of us possesses unique qualities along each of these dimensions.

Leadership Commitment

The degree to which our leaders are actively involved in implementing initiatives, taking ownership and communicating the vision will be a test of their leader-



ship. Managers manage change, but best in class leaders create change by inspiring their members, they also recognize the importance of diversity and inclusion being infused into all of the Auxiliary's processes. Diversity and inclusion is both a top priority and a personal responsibility for our leaders.

Empowering through Leadership

As a part of our next practices, diversity and inclusion will not depend on a single leader because it will be woven into the fabric of how we conduct business. And because our leaders will understand that being competitive on a global front requires full utilization of all our members' and potential members' skills and talents to serve better and meet the needs of a diverse community.

Success will only be achieved through inspired people operating in an environment based on mutual trust, respect, openness, candor, empowerment, teamwork, innovation, risk taking, integrity, and encouraging and valuing diversity.

Accountability

Accountability is key to ensuring the success of any organizational initiatives, especially diversity and inclusion. Accountability is achieved by making the appropriate leaders responsible and ensuring that "everyone is on board" and actively engaged in the diversity process.

We will begin with a monitoring system to measure diversity and inclusion representation by function at all levels to (1) ensure a balanced workforce and (2) strengthen the organization's ability to attract, retain, and develop the most highly qualified members. Specific measures included in the plan are positive responses to member surveys, positive articles in publications, sustaining the reputation as a volunteer organization of choice, improved representation of diversity at all levels, effective remedial action when appropriate, awards, and other recognition. ♻



Articles of Interest

Common Terms Associated with Hurricanes and Hurricane Safety.



National Hurricane Center (NHC): The NHC's mission is to save lives, mitigate property loss, and improve economic efficiency by issuing watches, warnings, forecasts, and analyses of hazardous tropical weather and by increasing understanding of these hazards. The NHC is responsible for forecasts for Atlantic and eastern Pacific basin tropical cyclones.

Central Pacific Hurricane Center (CPHC): The CPHC issues tropical cyclone warnings, watches, advisories, discussions, and statements for tropical cyclones between 140 Degrees West Longitude to the International Dateline, which is the region of the Pacific Ocean surrounding Hawaii.

Eye: The calm, clear center of the storm, which is surrounded by the eyewall. The eyewall is where winds are strongest.

Direct death: A death that occurs due to hazards from the physical forces of a hurricane. Examples include deaths by flooding, flying debris, or collapsing buildings.

Indirect death: A death that occurs after a hurricane as a result of hurricane damage. Indirect deaths can be hard to count and can happen days, weeks, or even months after a storm passes. Examples include

deaths due to power loss, overexertion during the cleanup, generator accidents, and water-borne diseases spread by flooding.

Rip currents: A powerful type of current where water flows away from the shore back towards the sea, cutting through the waves. People are at risk of drowning when the rip current carries them so far offshore that they are unable to get back to the beach. Rip currents and high surf can be deadly, even when storms are hundreds of miles offshore, sometimes days before a hurricane passes. Pay attention to signs on the beach and guidance from local officials and lifeguards.

The NHC and CPHC issue updates every few hours during tropical weather threats. They also issue tropical storm, hurricane, and storm surge watches and warnings.

Because it may not be safe to prepare for hurricane wind or storm surge once the storm is close, watches are typically issued 48 hours before the hazardous conditions are possible somewhere within the specified area and warnings are typically issued 36 hours before the hazard is expected to begin somewhere within the specified area.

(More about storm terms on next page)



Articles of Interest



Understanding Storm Surge Flooding

Storm surge is destructive, life-threatening coastal flooding. It accounts for about half of the deaths associated with tropical cyclones in the U.S. To help you determine the best way to prepare, NOAA coastal flooding **forecasts are expressed as feet of water above ground level.**

Greater
than 9 feet

6 - 9 feet

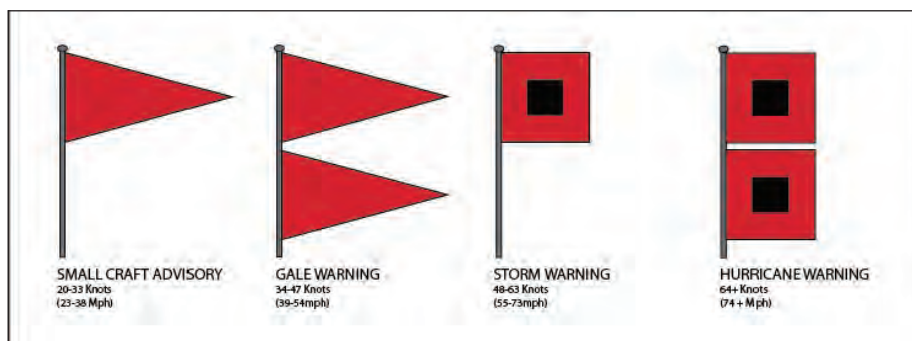
3 - 6 feet

0 - 3 feet



Watches and Warnings

- **Hurricane Watch:** Hurricane conditions (sustained winds of 74 mph or greater) are possible somewhere within the specified area.
- **Hurricane Warning:** Hurricane conditions (sustained winds of 74 mph or greater) are expected somewhere within 36 hours or less.
- **Tropical Storm Watch:** Tropical storm conditions (sustained winds of 39 to 73 mph) are possible somewhere within the specified area within 48 hours.
- **Tropical Storm Warning:** Tropical storm conditions (sustained winds of 39 to 73 mph) are expected somewhere within the specified area within 36 hours. Ω



Articles of Interest

Tampa Bay Waterkeeper's Water Quality Program Is Your Water Clean?

Tampa Bay Waterkeeper (TBWK) tests and reports the bacteria levels of your favorite waterways bi-weekly. On our free app called Swim Guide, we make it easy for you to access all reporting agencies, including TBWK testing results, the Department of Health's (DOH's) Healthy Beaches testing results, and the City of St. Petersburg Environmental Compliance Division's testing results.

Environmental Protection Agency (EPA) has set the following standards for water considered safe for swimming, which is used by DOH and Tampa Bay Waterkeeper:

0-70 CFU/MPN per 100 mL enterococci per sample: Safe for swimming

70+ CFU/MPN per 100 mL enterococci per sample: Not safe for swimming

HOW DO I FIND THE LATEST WATER QUALITY RESULTS?

Check out Swim Guide! You can download the Swim Guide app here or visit the website, or just keep scrolling.

Swim Guide is a popular tool for water lovers. Swim Guide will help you to identify at a glance which beaches are safe for swimming (Green) and which have current water quality problems (Red). Some sites are also in "special status" if pollution or safety events mean that you shouldn't swim.

WATER QUALITY LEGEND:

- Current Status: Water quality samples were collected within the last 7 days.
- Green = Beach met water quality standards
- Red Circle = Beach failed to meet water quality standards
- Red Triangle = Beach has a special closure status

Historic Status: When a beach's water quality data has not been updated within the past 7 days it goes into historical status. This means that rather than displaying current data, it displays the beach's average water quality for that year.

- Green = Beach passed water quality standards

95% of the time

- Red Circle = Beach passed water quality standards 60-94% of the time
- Yellow = Beach failed water quality standards less than 40% of the time

HEADS UP TAMPA BAY! POST-HURRICANE IAN SAMPLING RESULTS ARE IN!

Apologies for the gap in sampling, but TBWK is we back to their regularly scheduled program of monitoring Tampa Bay after Hurricane Ian.

Roughly 50% of water sampling sites exceeded recreational fecal indicator bacteria limits.

According to the standards set by the EPA, TBWK does not recommend getting in the water at the following locations based on these sampling results:

- William's Park
- Davis Island Boat Ramp
- Rivercrest Park
- St. Pete Marina
- USF Beach
- Water Works Park



It's important to check the Swim Guide app linked below before you go in the water!

<https://www.theswimguide.org/affil.../tampa-bay-waterkeeper/>

In addition, the Florida Fish and Wildlife Conservation Commission is conducting red tide (*K. brevis*) sampling. Per their report, dated October 7th, 2022: "The red tide organism, *Karenia brevis*, was observed at background concentrations in one sample from Northwest Florida over the past week. Sampling in Southwest Florida was impacted by the passage of Hurricane Ian. Ω

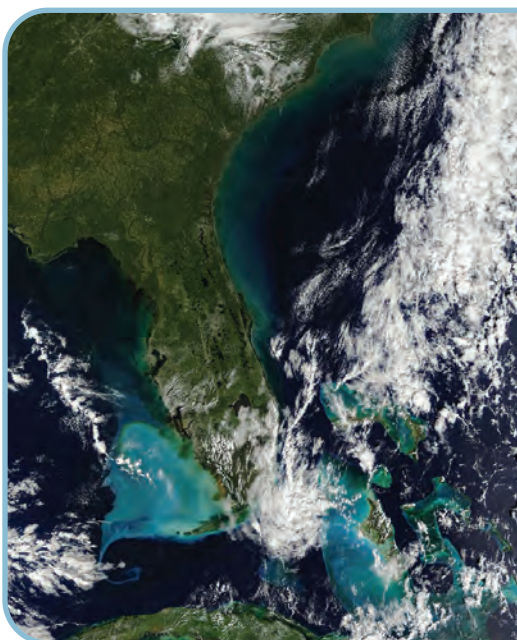
Article courtesy Tampa Bay Waterkeeper



Articles of Interest

Florida Fish and Wildlife Conservation Commission reminds boaters:

Use caution after Hurricane Ian



Turquoise colors are likely sediment that Ian lifted off the seafloor, while brown water near the shore is likely runoff of sediment from land. Storm surge changes the depth of the coastal floor, move navigation aids, boats and docks, and leave debris under the surface where it is not visible from the surface. Images by NASA.gov

<https://go.nasa.gov/3RIENIK>



In the aftermath of Hurricane Ian, the focus of the Florida Fish and Wildlife Conservation Commission (FWC) remains on search and rescue, cleanup, and the safety of Florida's residents and visitors. The FWC reminds boaters across the state that the scope of the storm was large and affected both coastal and inland waterways. Some areas are still experiencing high water and flooding and might not be accessible. If you are in affected areas, please stay off the water and out of the way of boats directly involved in storm response.

If you must go on the water, proceed with extreme caution, always maintain a safe speed and remember Florida Statutes require all vessel operators to maintain a slow speed (minimum wake) within 300 feet of any emergency vessel when the emergency lights are on. Even if you are familiar with the route and surrounding area, expect to find new underwater hazards, so pay close attention and look out for submerged navigation aids and changes to water depth caused by shifting sands. Storms can cause hazardous water conditions by altering the location and condition of pilings, trees, shoals, sandbars and

navigation markers. As always, ensure you and any passengers on board are wearing lifejackets.

If you are on the water after sunset, observe any curfews in place in your area, elevate your awareness and attention to your surroundings, use navigational lights, and remain at a slow speed.

"The FWC takes the quality and safety of our waterways very seriously. We have damaged and submerged navigation markers, displaced vessels, and other debris in some waterways that might not be visible. Please use caution," said FWC Boating and Waterways Section Leader Maj. Rob Beaton.

Report missing or damaged waterway markers by calling 866-405-2869 or by filling out an online form at [MyFWC.com/boating](https://myfwc.com/boating), by clicking "Waterway Management," then "Waterway Markers" and "Reporting Damaged/Missing Waterway Markers."

Look out for navigational hazards. Expect markers, displaced vessels & debris underwater & in waterways! <https://content.govdelivery.com/accounts/FLFFWCC/bulletins/33109f4> #Florida 📍



Articles of Interest

Paddlecraft

Dorothy Riley

Ok, so hurricanes are awful and a disadvantage to living in the "Sunshine State," but one of the advantages of Florida weather is that boating is a year-round activity. With the increase in the cost of fuel coupled with the mild winters, paddlesports are becoming increasingly popular. This gives rise to several opportunities in Recreational Boating Safety: offering a Paddlecraft Safety Course and conducting vessel examinations.

Vessel Examiners conduct paddlecraft Vessel Safety Checks in person, allowing examiners to introduce paddlers to safety resources.

The Auxiliary Recreational Boating Safety Directorate makes "Safer Paddling," an eight-part video, learning series, and other resources available online.

Resources for paddlers are available at: <http://wow.uscgaux.info/content.php?unit=B-DEPT&category=for-paddlers>. Ω (Please Sign in to access web pages.)

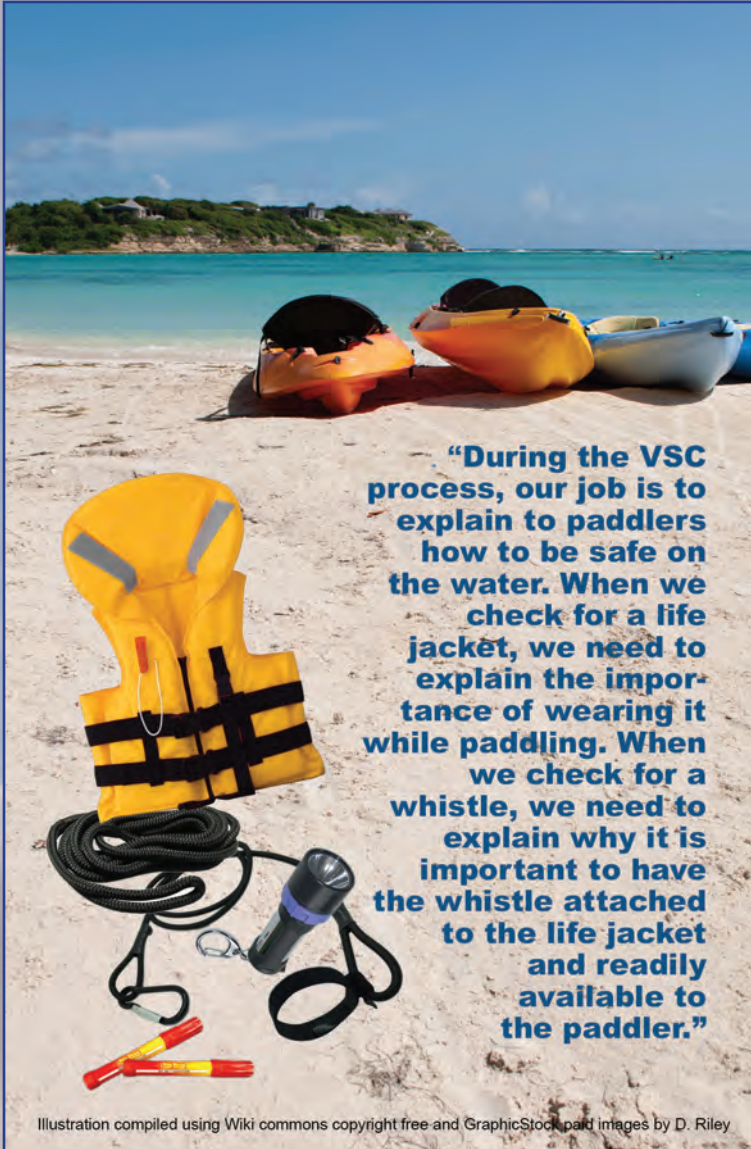
The screenshot shows the U.S. Department of Homeland Security United States Coast Guard Auxiliary website. The header includes the organization's name and a navigation bar with links: AUXHOME, JOIN US NOW!, LEADERSHIP, AUX MEMBERS, DIRECTORATES, UNITS, and AUX ASSOC. Below the header is a large banner for 'RECREATIONAL BOATING SAFETY OUTREACH' featuring a photo of two people in a canoe and the text 'INFORMATION FOR PADDLECREFT SAFETY'. A sidebar on the left contains links: Go Back to Home, For Boaters, For Paddlers, For Partners, For Educators, RBS Job One, Follow on Facebook, RBS Device, and Our Leadership. The main content area lists various resources: 'READY YOUR CRAFT: GET A VESSEL SAFETY CHECK' with a 'FIND AN EXAMINER' link; 'BE PREPARED: TAKE A PADDLECREFT SAFETY CLASS' with a 'SEARCH FOR A CLASS' link; 'DON'T WAIT: MAKE A FLOAT PLAN'; 'SAFER PADDLING VIDEO & LEARNING SERIES' (Episode 7: What Happens if I Flip?); 'GET INVOLVED: AUXPAD PROGRAM'; 'VISIT COAST GUARD BOATING SAFETY'; 'VISIT THE AMERICAN CANOE ASSOCIATION WEBSITE'; 'LIFE JACKET INFORMATION'; and 'U.S. Coast Guard Auxiliary - Paddl...'. At the bottom, there is a 'member ID' field and a 'Follow Page' button with '698 followers'.

<http://wow.uscgaux.info/content.php?unit=B-DEPT&category=for-paddlers>



Articles of Interest

Paddlecraft



Remind paddlers always to wear a life jacket and be sure to file a proper Float Plan.





Coast Guard Mutual Assistance is proud to serve the entire Coast Guard family, including Auxiliarists.

DONATE

AX

<https://secure.qgiv.com/for/cgma/>

