



FLOT Lines

Flotilla 74, Brandon

District 7

USCG Auxiliary

Issue 3 2023



NATIONAL SAFE
BOATING WEEK



FLOT Lines

Newsletter Flotilla 74, Brandon

Dorothy (Dottie) Riley, Flotilla Commander

William Sage, Immediate Past Flotilla Commander

Meeting: Second Tuesday of each month at 7:00 p.m.

3006 South Kings Ave., Brandon, Florida

Flotilla Staff Officers

August Miller
Navigation Systems
Materials

Dorothy Riley
Publications
Public Affairs

William Sage
Human Resources
Diversity

Matt Stephen
RBS-Partner Visitation
Vessel Examinations

Tanner Piliego
Information Systems
Communication Services
Finance

Steven Williams
Operations

Vacancies:
Communications
Secretary of Records
Public Education
Member Training

Background photos: (Tanner Piliego (this page) and Matt Stephen (opposing page) conducting Vessel Safety Checks on May 21 at Williams Park during National Safe Boating Week. Bill Sage is seen in the background. USCG Auxiliary photo by Dorothy Riley

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We're on the web!

www.cgaux74.org



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

From the Helm

Dorothy Riley Flotilla Commander



It is hard to believe that the year is half gone. Thanks to a few dedicated members, we have accomplished much as a flotilla. Our members participated in the annual Tampa Bay Frogman Swim, Gasparilla Pirate Invasion, hosted RADM Brendan McPherson, Commander, Coast Guard District 7; CDR Shawn Lansing, Deputy Commander, Sector St Petersburg; and CAPT Michael Kahle, Sector St. Petersburg Commanding Officer and Captain of the Port aboard MISS DAISY in January. What an honor! We successfully conducted a Vessel Examiner blitz on May 21 at Williams Park for National Safe Boating Week.

Yes, our participating members have accomplished much, but we still have much to do. While we have 35 members on our roster, fewer than a dozen attend meetings or participate in events and activities. Often, we do not have a quorum at meetings and cannot vote on critical items.

Six members fill our flotilla staff offices, and five of those fill more than one. Some critical positions like Secretary of Records, Public Education, and Member Training still need to be filled. Also, we do not have a Flotilla Vice Commander, but fortunately, Bill Sage is assisting a great deal. It is June, and we have yet to conduct a single Public Education class this year! There is so much to do.

Our flotilla may be troubled, but so are many others. Membership is down nationally to 21,000,

and some flotillas have folded. We are not there yet! The few members of our flotilla who remain involved are putting forth herculean efforts.

We now turn to the non-participating members:

- What can you do to keep your flotilla viable?
- What will it take to encourage your participation? We need you! Ω

We Need You!



Articles of Interest

WHY DID YOU JOIN THE AUXILIARY?

Think about this question as
you read this publication.
You will see this question
again.



Flotilla 74, Brandon Holds Vessel Safety Blitz at Williams Park

Event promoted recreational boating safety and presented members with an opportunity for fun and fellowship.

By Dorothy Riley



Left: Flotilla 74, Brandon, members conducted a Vessel Examination blitz and information table on Sun., May 21 at Williams Park in Riverview. From left are Tanner Piliego, Matt Stephen, Steve Williams, Barry Giacobbe, Dorothy Riley and William Sage. USCG Auxiliary photo by Kelley McMahon.

Right: Tanner Piliego and Matt Stephen in front of the information table. William Sage is visible behind Matt. Background photo: Vessels anchored beyond the docks. USCG Auxiliary photos by Dorothy Riley



On Sunday, May 21, the second day of the National Boating Safety Week, Flotilla 74, Brandon, conducted a Vessel Examination blitz event from 8:00 a.m. to 12:00 p.m. at Williams Park boat ramp in Riverview. Additionally, the members set up an information tent and volunteers handed out dozens of "Wear It" campaign materials from flyers and buttons to wristbands and drybags.

Flotilla 74 members are grateful to Ray Langley, Staff Officer-Vessel Examiner Division 7, for taking the time to assist three of our members in completing the Vessel Examiner qualification process. With his assistance, our blitz was possible. (Photo on the following page.) Bravo Zulu, Ray, and thank you!

We are grateful for every member of Flotilla 74, Brandon, who helped organize and participate in this event. We thank Matt Stephen, Tanner Piliego, Steve Williams, Barry Giacobbe, August Miller, William Sage, Kelly McMahon, and Dorothy Riley. As previously said, we are extremely grateful to Ray Langley.

BTW: With the flotilla once again having qualified Vessel Examiners, we can resume regularly holding Vessel Examination events. Ω



Below: William Sage sits under the cabana at Williams Park on May 21. The cabana offered no relief from the heat but did offer shade.

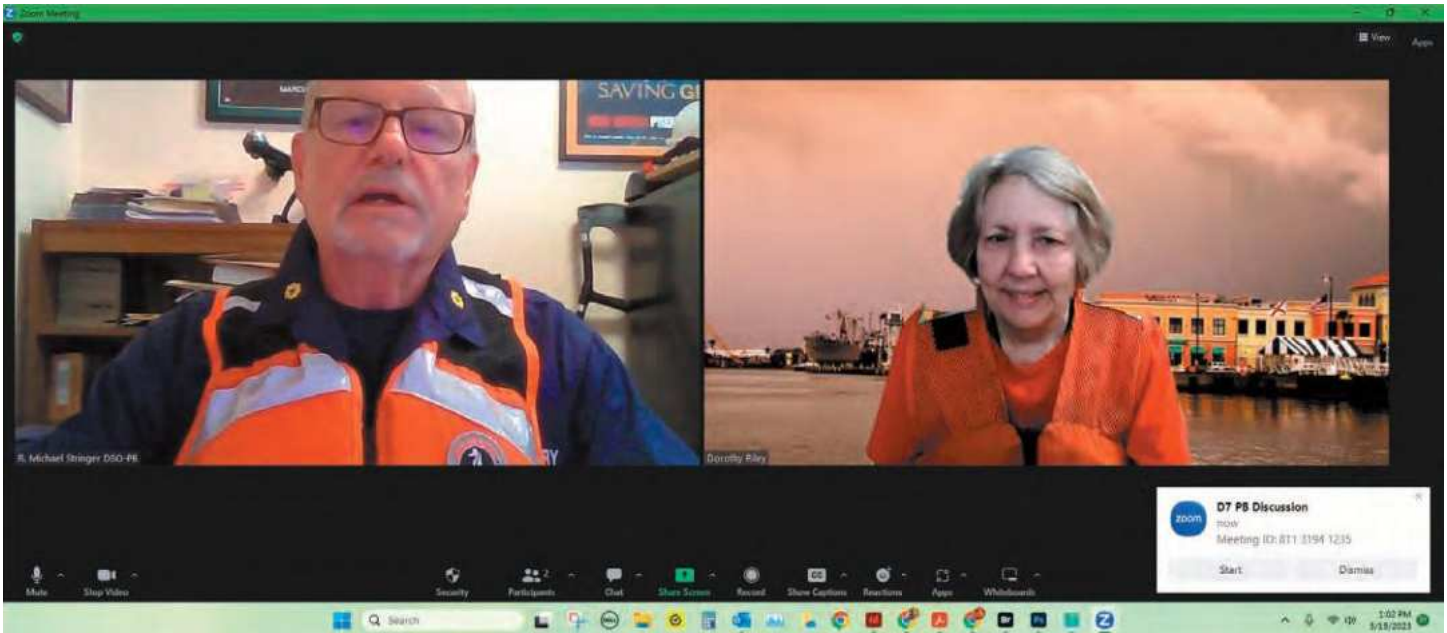
Bottom right: August Miller stands in the shade of the information tent. To his left are Steve Williams and William Sage.

Below left: Barry Giacobbe gets ready to fire up the grill.

All photos by Dorothy Riley



National Safe Boating Week



May 19, 2023
Wear your Life
Jacket to Work
Day



Above: Members Michael Stringer, District 7 Publications Officer, and Dorothy Riley, District 7 Assistant Publications Officer, conduct their weekly Zoom meeting wearing their life jackets 'at work.' Both members are retired from civilian employment, but whoever suggested that Auxiliary staff duties are not work?

Right: A member of the public proudly showed off this "antique" flare set during the Vessel Examination blitz on Sunday, May 21. Tanner Piliego and Matt Stephen searched the item online. While it was seriously out of date, the flare was not a valuable antique. USCG Auxiliary photo by Dorothy Riley



National Safe Boating Week



NATIONAL SAFE BOATING WEEK
BOAT RESPONSIBLY

A Giant “Thank You!” to an Exemplary Member.

The members of Flotilla 74, Brandon, extend our deepest gratitude to Ray Langley from Flotilla 75, Apollo Beach, who serves as Division 7 Staff Officer-Vessel Examinations.

Ray took the time to attend our Vessel Examination blitz at Williams Park in the early morning hours of Sunday, May 21, and supervised our members as they completed their final Vessel Safety Checks required to qualify as Vessel Examiners. Additionally, he successfully entered them into the Auxiliary Data System so that our members received their qualifications within 24 hours and could submit the rest of the examinations performed during the blitz into the system.

Members like Ray Langley motivate us and fill us with pride!

Thank you!
Thank you!
Thank You!



American White Pelicans: Florida's Foremost Snowbirds

By Dorothy Riley

Floridians know what a snowbird is: those who winter in Florida and then return to the north after the emergence of spring. By this definition, American white pelicans are the epitome of snowbirds.

American white pelicans are large, graceful birds that are found in North America. They are migratory and travel long distances between their breeding and wintering grounds. American white pelicans summer in the northeastern regions and the interior of Canada, from the province of British Columbia to northwestern Ontario. Their summer nesting areas are in the Great Plains and the Great Basin. They typically nest on islands in large lakes or reservoirs, and their diet consists mainly of fish.

In the fall, American white pelicans from western Canada and the north-western United States migrate to southern California or Mexico, while those that occupy eastern Canada, and the north-eastern United States migrate to the south-eastern states that border the Gulf of Mexico from Texas to Florida.



Pelecanus erythrorhynchos (American white pelicans) (Sanibel Island, Florida, USA)_3.jpg Wikimedia commons



Pelicans are attracted to the warm climate and abundant food sources in the southern states where they breed. They can often be seen feeding in large groups on lakes, rivers, and coastal areas.

Pelicans travel in large flocks, often numbering in the hundreds or even thousands. They fly during the day, using thermals to help them stay aloft. The birds typically stop to rest and feed along the way at lakes, rivers, and marshes.

When they reach Florida, pelicans typically nest on islands or other areas protected from predators. They build large nests from sticks and vegetation and lay two to four eggs. The eggs hatch after about 30 days, and the young pelicans fledge after about ten weeks.

After the breeding season, pelicans from Florida migrate back to their northern breeding grounds. While the migration southward typically begins in September and lasts until November, the birds travel in the same route returning to the north from February through March. White pelicans travel in large flocks stopping to rest and feed along the way.

American white pelicans are social birds and often fish in groups. They will form a line or arc and paddle towards the fish, herding them into a smaller area. Once the fish are concentrated, the pelicans will dip their heads and scoop them up in their large bills. This cooperative feeding behavior allows pelicans to catch more fish than they would be able to

if they were fishing alone. Pelicans also use other methods to catch fish, such as diving and plunging into the water. However, herding is the most common way that they feed.

The migration of white pelicans is an amazing feat of endurance. The birds travel thousands of miles each year, and they do it all without the aid of modern technology. Pelicans are an important part of the ecosystem, and their migration is a beautiful reminder of the interconnectedness of all life on Earth.

Here are some additional facts about the migration of white pelicans:

- The longest recorded migration for a white pelican is 2,800 miles.
- Pelicans can fly for up to 12 hours without stopping.
- Pelicans typically travel at an altitude of 1,000-2,000 feet.
- Pelicans use their large wingspans to soar on thermals, which are rising columns of warm air.
- Pelicans feed on fish.
- Pelicans are an important part of the food chain and help keep fish populations in check.
- Pelicans are a popular tourist attraction, and they can be seen at many birdwatching hotspots throughout the United States.

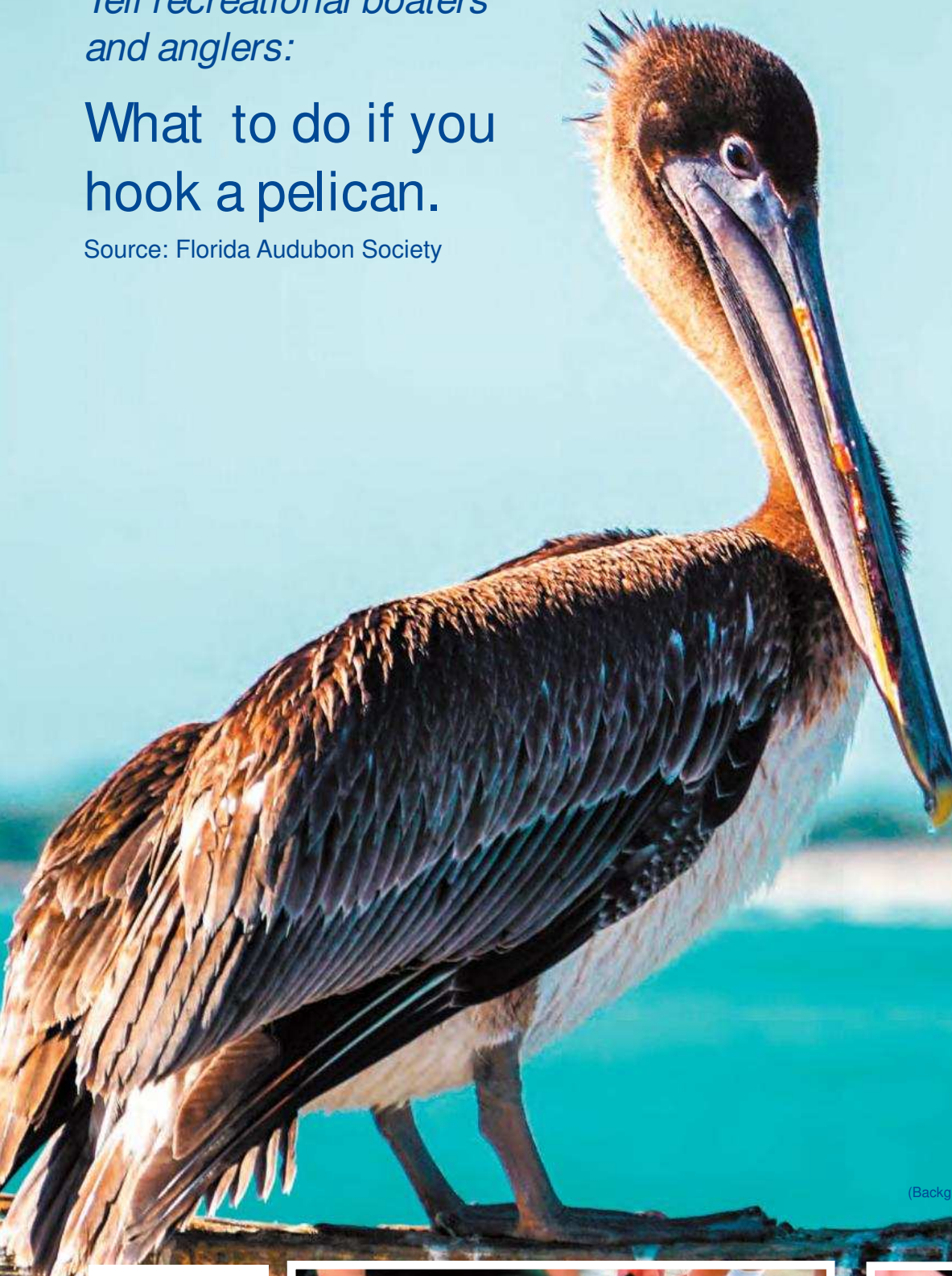
The fact sheet by the Army Corps of Engineers is geared towards the white pelicans that winter in Mississippi, but includes information that also applies to Florida's white pelicans. <https://www.mvs.usace.army.mil/Portals/54/docs/recreation/rivers/Birds/Pelican%20Migration%20Sheet.pdf> Ω



*Tell recreational boaters
and anglers:*

What to do if you hook a pelican.

Source: Florida Audubon Society



(Background photo: Tampa Bay Estuary Program.)

1. Grasp beak firmly and slightly open.
2. Carefully push barb forward.



While white pelicans are seasonal, the brown pelican is a common sight on the coasts. Pelicans eat smaller fish that recreational fishermen do not prefer and are not commercially important. Federal and state laws protect pelicans.

A brown pelican's keen eyesight allows it to spot fish from high in the air. Plunge diving for fish is their specialty. After surfacing and draining water from its pouch, the pelican swallows its well deserved catch. Even though pelicans are large birds with broad wingspans, their feathers, and hollow bones are very light, exquisitely designed for agile and expert flight.

Entanglement in fishing gear may be their number one enemy, leading to a slow death from dehydration and starvation. Bony fish scraps also kill, tearing the pouch or lodging in the throat. Feeding pelicans draws them to fishing areas and puts them in danger. Shorebirds, storks, herons, terns, and gulls are also casualties. We can all help keep pelicans alive and healthy.

IMPORTANT: NEVER CUT THE LINE IF YOU CATCH A PELICAN.

Enlist a partner to help you release the bird. Extra hands and tools are useful. Put on sunglasses or other eye protection.

1. Reel the bird in slowly and evenly. Jerking the line will increase injury.
2. Grasp the bird firmly. Cover the bird's head with a towel, shirt, or your hat to calm it.
3. Hold the beak firmly and slightly open so the pelican can breathe easily. Fold the wings gently and firmly against the bird's body.
4. ALWAYS REMOVE THE HOOK BY CUTTING THE BARB.
5. This reduces injury. Carefully push the barb forward to expose it, and cut the barb off with wire cutters. Back the rest of the hook out.
6. Before letting the pelican go, carefully check it for other hooks and fishing lines. Gently unfold each

wing, one at a time, to examine the bird for lines or hooks.

7. If the bird is not seriously wounded, release it immediately. To release the bird, point its head towards the water, away from you, and step back. Let it fly away on its own.
8. If the bird is seriously injured, lethargic, or has swallowed the hook, it should be taken to a veterinarian or wildlife rehabilitator. Call the Florida Fish and Wildlife Conservation Commission at 1-888-404-3922 for a list of rehabilitators.

Tips to help our pelican friends.

- Casting near any bird only increases the chances of hooking one. Birds focus on the injured fish in a school, your lure, or baited fish. Pelicans dive for fish on the water's surface or just below it. When fishing, never cast towards any bird.
- Don't feed the filleted boney carcasses to the birds even if they are begging for them. Pelicans and other fish-eating birds, such as herons and egrets, easily digest the bones of small fish, but they can be severely injured by the stronger, sharper bones of the bigger fish you have caught. Carcass bones may puncture the pouch, throat, or intestines, leading to infection and a slow, painful death.
- **It is illegal to feed wildlife in all state parks.**
- Don't feed your extra bait fish to the birds. Feeding attracts birds to fishing areas, where they are more likely to become hooked.
- Always discard your old or tangled fishing line in recycling bins or covered trash cans. Birds and other wildlife become entangled, leading to entrapment, strangulation, starvation, loss of limbs, or subject to easy predation.
- Don't leave your fishing pole unattended, as accidental entanglement may occur.
- Lead or zinc-weighted jigs, lures, and tackle are deadly toxic. Instead, use stainless steel, tin, tungsten, copper, pewter or brass, porcelain, or stone fishing gear. ♪



3. Always remove the hook by cutting the barb.

4. Back the rest of the hook out. (Photos by Florida Audubon Society)



Articles of Interest



Headstones of the 23 Royal Air Force airmen interred at Oak Ridge Cemetery beside the RAF Memorial. The airmen died at airfields in Florida while training to serve during World War. Nineteen of the airmen died at Dale Mabry Field in Tampa. Photo by J.T. Lambrou of New Boston, Michigan who photographs memorials and historical sites.

Memorial Day Honors American Service Members Who Sacrificed Their Lives.

*But in one Florida county, we honor
British service members too.*

By Dorothy Riley

By the time this issue is published, Memorial Day will be behind us. However, there is still time to share information about this special day.

Memorial Day began as Decoration Day in 1868 to honor the Union and Confederate soldiers who died in the Civil War. At first, Decoration Day was observed on May 30th, but in 1971, Congress passed the Uniform Monday Holiday Act, which moved Memorial Day to the last Monday in May.

Although Memorial Day is a federal holiday, it is not a

(Continued on page 13)



Articles of Interest

(Continued from page 15)

day off for all Americans. Some people, such as those working in the service industry, must work on Memorial Day. Memorial Day is a time to remember and honor the men and women who have died while serving in the United States military. There are many ways to honor those who have died in service to our country. Some people visit cemeteries and memorials, while others volunteer their time to help veterans or their families.

Not all of those honored on Memorial Day are Americans. There are 23 British pilots buried in Arcadia, Florida. They were all Royal Air Force (RAF) members killed in World War II training accidents. The pilots were stationed at various flying training schools in Florida, including Riddle Field in Clewiston, Avon Park Army Airfield, and Dale Mabry Field in Tampa.

The pilots who are buried in Arcadia died in a variety of accidents, including plane crashes, car accidents, and illnesses. The most common cause of death was plane crashes. Many pilots who died in plane crashes were killed when their planes went down during training flights.

The pilots who were buried in Arcadia were all young men. The youngest was 18 years old, and the oldest was 24 years old. They came from all over the United Kingdom and represented a wide range of backgrounds. Some pilots were from wealthy families, while others were from working-class families. Some pilots had college degrees, while others had only a high school education.

Despite their differences, the pilots buried in Arcadia shared a common goal. They all wanted to serve their country and help to defeat the Axis powers in World War II. They were all willing to risk their lives for their country, and they all made the ultimate sacrifice.

The pilots who are buried in Arcadia are not forgotten. Every year, on Memorial Day, a ceremony is held at Oak Ridge Cemetery to remember them. The ceremony is attended by local residents, British officials,



[“In honor of the 11 British airmen killed while training at the Grosse Ile N.A.S. 1942-1944 and 6 R.A.F. crew of a Vulcan bomber killed on a goodwill tour from Lincoln, England to Lincoln, Nebraska, the year 1958. Lest we forget.” Erected in 2010 by The Royal Canadian Legion Downriver Post 92. Photo by J.T. Lambrou of New Boston, Michigan.](#)

and veterans. The ceremony is a way to honor the pilots for their service and to pay tribute to their sacrifice.

The pilots who are buried in Arcadia are a reminder of the sacrifices that have been made for our freedom, and of the importance of service and the cost of war.

They are a reminder that we should never take our freedom for granted. Ω



Articles of Interest

Ready for the New Auxiliary Work Uniform?

Source: Office of Auxiliary and Recreational Boating Safety

Coast Guard Auxiliary Uniform Update

Pilot Program Highlights

The pilot program was implemented in two of the largest Coast Guard Auxiliary Regions: D1SR and D8 CR and ran from Oct. 1, 2021 to Dec. 31, 2022.

The program authorizes Auxiliarists to wear the Auxiliary work uniform (AWU) as an alternative to the operational dress uniform (ODU) and Coast Guard uniform (CGU).

- AWU is a uniform for all Auxiliarists. It will be the

primary field uniform for Auxiliarists who are unable to procure the ODU or CGU due to size availability.

The pilot program included:

- A new annual inspection requirement.
- Enhanced grooming and appearance standards.
- Feedback form.

The Auxiliary Work Uniform (AWU) will be an optional work uniform authorized for all Auxiliarists to wear. It will be a mandatory work uniform for members who can't fit into the CGU. Ω

Auxiliary Work Uniform

Auxiliary Work Uniform (AWU): This will be an optional work uniform authorized for all Auxiliarists. It will be a mandatory work uniform for members who can't fit into the Coast Guard (CGU). The Auxiliary Work Uniform consists of a dark navy blue polo shirt with the member's last name embroidered on the right chest (all caps) and the Auxiliary logo embroidered on the left chest. Worn with dark navy blue cargo tactical pants, belt, boots, and Auxiliary ball cap.



Articles of Interest

And then there is the Auxiliary CGU!

Source: Office of Auxiliary and Recreational Boating Safety

The tucked operational dress uniform is no longer authorized. The Auxiliary Coast Guard Uniform (CGU) is dark blue and has grey name tapes with blue lettering. The Auxiliary patch is on the left shoulder, and the full-color U.S flag is on the right shoulder. The shirt is authorized for Auxiliarists who fit into standard CGU uniform sizes and meet grooming standards.

The **tucked** ODU will no longer be an authorized uniform after Dec. 31, 2021. The CGU will be made available to Auxiliarists in the fiscal year 2024, when the untucked ODU will begin to be phased out. The uniform is authorized anywhere the ODU is currently authorized for wear.

In addition, the Coast Guard has made a business decision that the CGU will not be available in sizes that are larger than the sizes worn by the active duty. This means that the

CGU may not be available to some of our members. The tailoring of two uniforms to make one to work around sizing issues will not be allowed when the CGU is rolled out. In conjunction with the sizing availability, grooming standards for Auxiliarists are being further defined for members who choose to wear the CGU. The Auxiliary Work Uniform allows those members who opt not to follow some of the grooming standards to remain active and valuable members of the USCG Auxiliary. Ω



Good News For Vessel Examiners

Yes, ODUs are hot, making the white or blue polo shirt a great alternative when conducting Vessel Examinations.

The light blue Vessel Examinations (VE) shirt is no longer available for purchase but may be worn until no longer serviceable. The VE polo shirt is authorized for wear as an optional uniform shirt worn as part of the ODU, and hot weather uniform.

The shirt is not authorized for wear on patrol, and no insignia, name tags or breast devices shall be worn with the shirt.

Headgear (when wearing the polo shirt) shall not display office insignia. Only the member device shall be displayed on the hat.

AUXCEN carries the only authorized shirt. Ω



For more information about these uniforms visit:

<https://drive.google.com/file/d/1HspLh0RoUdFyo8GZ-0kGIW2EEYwyVMtP/view>



Articles of Interest

Top: From left- members August Miller, Tanner Piliego, William Sage and Dorothy Riley at a staff meeting held June 6 at the Village Inn Restaurant on Causeway Blvd. in Brandon. Staff officer Matthew Stephens was attending a class and was unable to attend. Brainstorming in a more relaxed environment has resulted in great ideas and a stronger bond between the members.



Below left: Tanner Piliego at the National Safe Boating Week Vessel Examination blitz held at Williams Park on May 21. Tanner is trying to fulfill the duties of three staff officers and is looking forward to other members stepping in to accept Flotilla Staff Officer responsibilities.



Dorothy Riley presents Matthew Stephen the Program Visitor Qualification at the Flotilla 74, Brandon business meeting held May 13. Matthew has completed an astounding number of courses.



All photos submitted by Dorothy Riley



Articles of Interest



Remember the question we posed at the beginning of this publication?

WHY DID YOU JOIN THE AUXILIARY?

1. Why did you join the Auxiliary?
2. When was the last time you attended a flotilla meeting?
3. What is your primary reason for missing meetings?
4. Are you satisfied with your membership in the Auxiliary?
5. Are you proud of being a member?
6. When was the last time you participated in a planned event or activity?
7. What were your goals as a new member?
8. What activity/event did you most enjoy?
9. As a new member, did you prepare a Member Involvement Plan?
https://drive.google.com/file/d/1T7Li_SvvVbkEPSNWekeFsKZs-La_-6XO0/view

Note: There is no reason that seasoned members cannot write a new Member Involvement Plan to help refocus on your goals.

10. Have you completed the CORE training courses?
11. Have you completed other Auxiliary training? <http://wow.uscgaux.info/content.php?unit=H-DEPT&category=new-members>
12. Would a mentor help you complete training courses or encourage involvement?
13. What can we do to make your membership more enjoyable and rewarding to you?
14. Do you enjoy being with other members? (Fellowship)
15. What would motivate you to participate more often?



Articles of Interest

Hurricane Season is Here Again!

The most dangerous months for severe weather are June 1 to November 30

Source: U.S. Coast Guard

Hurricane conditions (HURCON) are set to indicate the approach of a hurricane. As defined below, the condition level indicates the time remaining before winds of hurricane force are probable to reach the local area. As a hurricane approaches, the level changes, and the readiness requirements are increased.

Calling trees should be reviewed and updated by early June.

1. **HURCON FIVE.** The seasonal alert automatically assumed June 1 through Nov. 30. It may be set at other times by the designated authority.

2. **HURCON FOUR.** Hurricane winds are probable within 72 hours. Owners of operational vessel facilities (OPFAC owners) should advise Flotilla Staff Officer Operations (FSO-OP) of probable availability and arrange for a crew that can reach the vessel. Check facility, fill and maintain fuel to at least 90% capacity. Fill and maintain water tanks.

3. **HURCON THREE.** Hurricane winds are probable

within 48 hours. OPFAC owners should contact the crew and notify FSO-OP of crew availability, including their evacuation intentions. Secure facility for a storm.

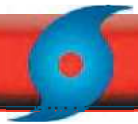
4. **HURCON TWO.** Hurricane winds are probable within 24 hours. OPFAC owners recheck facility/equipment, contact crew, and report status to FSO-OP, including their evacuation intentions.

5. **HURCON ONE.** Hurricane winds are probable within 12 hours. All members seek safety and prepare for call-out once the storm has passed. OPFAC owners and crew members advise FSO-OP of their evacuation intentions.

6. **POST-HURRICANE RECOVERY.** The hurricane has hit and is no longer threatening the local area. Members assess damage to their property and advise the FSO-OP when ready to assist with recovery efforts.

NOTE: Any members needing assistance should contact their Flotilla Commander. Ω





Hurricane Supply Kit

Both the National Hurricane Center and the American Red Cross have developed specific guidelines for hurricane supply kits. A hurricane survival kit is merely a specialized version of your disaster supply kit. It should include provisions to carry you through a week or two after a storm or other disaster. Our hurricane preparation page includes additional recommendations based on experiences of real people who have been through similar situations. Remember, the more water, food, and other items you have the better off you will be in the event of an emergency. You will be able to assist family and friends if needed.

Some companies include pre-assembled survival kits that include water purification tablets and more. They can be useful in addition to your own kit.

Our own version increases some of their recommendations and includes some additional items that are helpful in our experience.

Remember to print hard copy of any documents you need - instructions, tips or anything in case you have no power.

Water

At least 1 gallon daily per person for 7 to 10 days. Katrina and Wilma should have emphasized the importance of having sufficient water on hand. Don't forget some for your pets.

Food

- At least enough for 3 to 7 days
- Non-perishable packaged or canned food / juices
- Foods for infants or the elderly
- Snack foods (Peanut butter; mixed PBJ; breakfast bars; crackers; canned fruit; raisins; chips.

Other Items

- Non-electric can opener
- Cooking tools / fuel
- Paper plates / plastic utensils / paper cups
- Trash bags and duct tape - useful for clean-up, or patching leaks in an emergency
- An ax to use if you stay and need to escape from your house - or other uses
- Blankets / Pillows, etc.
- Clothing - seasonal / rain gear/ sturdy shoes
- First Aid Kit / Medicines / Prescription Drugs

- Special Items - for babies and the elderly
- Toiletries / Hygiene items / Moisture wipes
- Bug spray, Cortisone for bug bites
- Sunscreen & Lotion
- Tarp to cover holes if needed.
- Bleach
- Water purification tablets
- Waterless soap saves water for drinking
- Flashlight / Batteries
- Radio - Battery operated and NOAA weather radio
- Battery operated television, with extra batteries.
- Cash - Banks and ATMs may not be open or available for extended periods. Make sure you have small bills because it will often be difficult to get change, If you only have \$100 and water is \$10 for a case and you are limited to one case, you do not want to have the choice of paying \$100 or having no water.
- Keys to house, cars, boats etc.
- Toys, Books and Games

Important Documents

(In a waterproof container or watertight resealable plastic bag)

- Insurance, medical records,

bank account numbers, Social Security card, etc. Don't forget your re-entry documents (e.g. stickers or passes). Many barrier islands require some documentation in order to return. Keep important phone number here. You may know them, but a loved one may not.

Tools

Keep a set with you during the storm. A pocket knife, nails, a hammer and rope are important elements. Towels and buckets are useful too if you develop a leak.

- Vehicle fuel tanks filled

Pet care items

- Proper identification / immunization records / medications
- Ample supply of food and water
- A carrier or cage
- Muzzle and leash



FEMA image



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



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

(813) 644-2894

USCGA-P-

FLOT is a military acronym meaning "forward line of own troops." FLOT line or "forward edge of battle area" (FEBA) are technical terms used by all branches of the U.S. armed services to designate the forward most friendly maritime or land forces on the battlefield at a given point in time during an armed conflict.

We are not a military force engaged in armed conflict. We are, however, the front-line of the struggle to save the lives of recreational boaters, and we face this great endeavor armed with Vessel Safety Checks, Public Education classes and all the other Recreational Boating Safety programs in our arsenal. Our newsletter banner serves as a reminder of this mission.

FLOT Lines is a publication of Flotilla 74, Brandon, District 7 United States Coast Guard Auxiliary, located at 3006 S. Kings Ave., Brandon. The Auxiliary an organization of dues-paying 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 Riley, SO-PB, Email address: dottieriley@gmail.com

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Be sure to attend flotilla meetings

When: 2nd Tuesday, 7 p.m.

Where: Flotilla 74, Brandon

3006 S. KINGS AVE, Brandon, FL

***Why: Membership is more rewarding
when you participate-
and bring a friend!***

