



# THE INTERCOM

## Sector St. Petersburg Unit Lends a Hand - and a Bucket - to Repair Flotilla 79's Radio Antenna Mast and Flagpole.

*Photos and text by Tim Teahan, SO-PA, VFC FL 79*



Coast Guard's Sector St. Petersburg's little known but operationally critical unit, the Electronics Systems Support Detachment (ESD) provided invaluable assistance earlier this year to repair and update Flotilla 79's communications station antenna mast.

More than one year ago, welded and bolted connections holding one of the two VHF-marine radio antennas to an aluminum mounting bar atop the flotilla's 40-foot radio mast gave way, causing one antenna to droop to a horizontal position and rendering the radio virtually unusable.

During discussions among the flotilla leadership to plan the repairs, several cost, logistics and equipment challenges were identified, the biggest of which was the anticipated repair expense. These issues created a long delay in beginning the repairs while the most feasible and economical approaches to effect the repairs were researched. This unavoidable delay reduced flotilla readiness to stand radio watches during Auxiliary crew and coxswain training, in addition to being available to support USCG Station St. Petersburg in an emergency.

In an effort to help remedy the situation, Flotilla 79 member Cliff Martin contacted Vernon Jones and Chief Petty Officer Troy White, ESD supervisors, to explain the situation and to elicit their support. Jones and Chief White readily agreed to assist and soon thereafter, dispatched ESD crew members Ed Brockman and Petty Officer Jason Gore to the building. Brockman and Gore evaluated the antenna and mast situation and provided a very workable and quick plan to repair the antenna connections and mounting bar. The ESD is part of the Coast Guard's District Seven Electronic Systems Services Unit (ESU), headquartered in Miami.

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## ***Division Elected Officers***

<b>Div 7</b>	Division Commander	<b>DCDR</b>	Peter Lore
<b>Div 7</b>	Division Vice Commander	<b>DVCDR</b>	Donald Rimel
<b>Div 7</b>	Immediate Past Division Commander	<b>IPDCDR</b>	Richard Erett
<b>FL 72</b>	Flotilla Commander	<b>FC</b>	Marvin Bayles
	Flotilla Vice Commander	<b>VFC</b>	Linda Barnard
<b>FL 74</b>	Flotilla Commander	<b>FC</b>	Ronald G. Matz
	Flotilla Vice Commander	<b>VFC</b>	Gilbert Thomas
<b>FL 75</b>	Flotilla Commander	<b>FC</b>	Joseph Gonzalez
	Flotilla Vice Commander	<b>VFC</b>	Guy Mandigo
<b>FL 78</b>	Flotilla Commander	<b>FC</b>	Valerie Fernandes
	Flotilla Vice Commander	<b>VFC</b>	Brad Marchant
<b>FL 79</b>	Flotilla Commander	<b>FC</b>	Kevin Williams
	Flotilla Vice Commander	<b>VFC</b>	Tim Teahan
<b>FL 7-16</b>	Flotilla Commander	<b>FC</b>	Linda Harwitt



***We're on the web!***

***<http://cgauxdiv7-7.org/>***

## ***Division Staff Officers***

Navigation Systems	<b>SO-NS</b>	Peter Ubillos
Communications	<b>SO-CM</b>	Terence E. Affeld
Communication Systems	<b>SO-CS</b>	Joseph Parrish
Finance	<b>SO-FN</b>	Wally Lowry
Information Systems	<b>SO-IS</b>	Alma Parrish
Materials	<b>SO-MA</b>	Louis Miosi
Marine Safety	<b>SO-MS</b>	John Michael Shea
Member Training	<b>SO-MT</b>	Eleazar Escorihuela
Operations	<b>SO-OP</b>	Clifford J. Martin
Public Affairs	<b>SO-PA</b>	Timothy Teahan
Publications	<b>SO-PB</b>	Dorothy J. Riley
Public Education	<b>SO-PE</b>	Glenn Dobos
Personnel Services	<b>SO-PS</b>	Gilbert Thomas
Program Visitor	<b>SO-PV</b>	James Mulligan
Secretary	<b>SO-SR</b>	Elizabeth Senesac-Barone
Vessel Examinations	<b>SO-VE</b>	Richard Bailey
Assistant Communication Systems	<b>ASO-CS</b>	Terry Modica
Assistant Public Affairs	<b>ASO-PA</b>	Ronald Matz

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***You can contact any of our officers through the Division website.***

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## *Words from the Helm....*

### **Peter Lore, Division Commander (DCDR)**

As my term of office as Division Commander for Division Seven comes to a close, I want to express to all our members my warmest thanks for supporting me and the division. Don Rimel, our Division Vice Commander was always at my side assisting me in whatever tasks the Coast Guard charged us. In addition, your staff officers were diligent in their duties and their commitment to serve you throughout the year.

I saw a renewed effort to serve the Division and their members in our Flotilla Commanders and Vice Commanders. This renewed energy must be carried through to 2010 when the new bridge with Amos Johnson as Division Commander and Mike Shea as Division Vice Commander take over. They will be challenged by the Coast Guard, their Flotilla Commanders and the members of the division. Fortunately, they are up to the task. All of us must support them. Show your support by attending the Change of Watch to see them and your flotilla elected officers sworn in.

Our division conducts training for boat crew, coxswain, communications, navigation systems, and all the Auxiliary Operations (AUXOP) courses throughout the year to name just some of the training sessions available to you. Another way to show your support is to make a personal commitment to be more involved next year. ✦



Pete Lore, DCDR





## *Words from the Helm....*

### **Don Rimel, Division Vice Commander (DVCDR)**



Don Rimel

The Division 7 Meeting and elections were held at Flotilla 7-16 on October 17, 2009 and the new bridge is Amos Johnson, Division Commander and John Michael Shea, Division Vice Commander. The flotillas need to support the new bridge and team so they can have another successful year. Five flotillas will be holding elections in November and Flotilla 79 held their elections on October 19, 2009. Timothy Teahan was elected Flotilla Commander and Theresa Johnson as Flotilla Vice Commander.

Now more than ever, we need the right leaders to help chart our course for the future. We need to recruit members based on skills and not on boating interest alone. There is a need to be more aware of the interest of prospective members and on what they can contribute to the Coast Guard and the Auxiliary. We will need our training resources to train more members more effectively and in a shorter time period. Recreational Boating Safety is the Auxiliary's innermost part and core mission. There has never been a better time to be a member of

the Coast Guard Auxiliary. ✦

*Remember the lyrics to that early Seventies tune, "When you're hot you're hot. When you're not, you're not?"*

Those words definitely apply to Don Rimel, DVCDR and a member of Flotilla 7-16, who it seems has been on a mission to conquer the title, "Most Program Visits Ever by a Single Member." That title may not exist, so we thought we would applaud his efforts in the pages of our newsletter. By early October and with nearly three months to go before year's end, Don amassed over 400 Program Visits to our RBS Partners. Congratulations, Don! ✦





## Amos Johnson, Division Commander elect (DCDR-e)

There is no “I” in the word “TEAM”.

The Coast Guard’s catch phrase, Team Coast Guard, is meant for the Auxiliary as well as our parent organization and should be our guiding principle as we go about the tasks assigned to us. That is not to say that we cannot act on our own in some of our activities, but always remember that it took a team of members to sign you up, train you for what you do and keep records of all you do for Team Coast Guard Auxiliary.

If you turn the “M” over you can then get a “WE” out of “TEAM”, and that is what is best for us to concentrate upon in the coming year. There are some exciting changes coming in the Auxiliary that will help us to do our job better and many of them are results of your individual input. Please continue the constructive criticism. It may take a while, but in the end it proves that ‘they’ do listen.



Amos Johnson

Division Seven lost 22% of its operational force during 2009 when an Auxiliary reorganization sent Flotilla 73 to Division Eleven. We even lost our Division Commander, who, by the way, was doing a super job for us. However, with the recruiting team at full steam we have begun to reclaim the numbers lost, and our member training as a Division is getting them active. Soon we will be back up to full strength.

A question was put to me during my visits to the Flotillas: what is my plan for 2010? Simply put, your plan is my plan. The Flotilla is the base unit of the Auxiliary. It is where everything has to happen. The Division Commander is nothing more than a liaison between Flotilla and District and a cheerleader for all of the members. Do call on me if you think there is something that can be done to make your job better, and do not forget– the boat will get to the finish line quicker if we all row in the same direction. GO TEAM!



## Flotilla News

### Flotilla 72



Marvin Bayles, FC

Since the last Division meeting the flotilla has carried out a class in Auxiliary Seamanship and I am hoping that all 14 students passed the examination. The flotilla is trying to put together another course for completion of the Auxiliary Operations (AUXOP) qualification/ device. We have five members taking the Coxswain class and one taking the crew class. Two members of the flotilla are acting as mentors.

The Flotilla has completed checking all 148 of the ATONs assigned to us. There were only three discrepancies and all were reported to Sector.

While out on patrol, four members of the flotilla rescued a swimmer who appeared to be drowning and turned him over to the medics. (See article on page 23.)

The Public Education program is doing well with about fifteen persons graduating. We still have about 10 persons attending the program. We also have one new instructor.

We have several new members and a few prospective members who still need their application packages processed. Financially the flotilla is doing well and we are planning a Christmas Party for early December. ✦



The crew of the Auxiliary vessel "Happy Ours," from right, Gene Keller, Coxswain Marvin Bayles, Richard Short and Bob Hill recount their rescue of a distressed swimmer in the South Gandy Channel on July 19.

Photo by Tim Teahan, SO-PA, VFC 79







## Flotilla News

### Flotilla 74

Flotilla 74 is accomplishing many of its goals and continues to grow. The flotilla has grown to over 70 members and has submitted a request to the District 7 Director of Auxiliary to establish a detachment in Polk County. We are waiting for confirmation.

We have one member in coxswain training. Three members completed crewmember training and one has successfully completed his qualifying examination. The other two are continuing with on the water training.

We conducted nine patrols over the past several months.

Our members are continuing to do Vessel Examination Checks on the first and third Saturdays. Our Flotilla Staff Officer- Vessel Examinations resigned due to health reasons. Because of the interest he generated in the Vessel Examination Program, this is a huge loss to our flotilla.

Currently we present the About Boating Safely program on the third Saturday of every month and presented the complete Boating Skills and Seamanship Program in August.

Our members represented the Auxiliary at several safety expos in the area. Seven members stood watch at the Tampa Boat show in September.

Robert Gibson has been very busy with the Academy Introduction Mission (AIM) program and made approximately twelve presentations over the past three months.

A Holiday Dinner Celebration is planned for December 12 at the Brandon Elks Club. Flotilla 74 would like to extend an invitation to all members of Division 7 as we hope to revive the Division-wide holiday fellowship event. ✦



Ron Matz, FC

Ted Cohen from FL 75 is on the 'dead boat' in tow during a crew training qualifying mission on September 16, 2009 on Tampa Bay. Aboard the Catalina are Joe Lamb, coxswain, FL 74 with crewmembers Bill Gaither, FL 75, Ken Morningstar, FL 74, and John Scholl, the QE with trainee Oscar Kramer from FL 75, Ruskin, Fla.

Photo by John Lowe,  
FSO-PB 74



## Flotilla News

### Flotilla 75



Joe Gonzalez, FC

During the past months members of Flotilla 75 were active on the water and conducted at least nine night time security patrols as well as safety and training missions and patrols to verify Private Aids to Navigation (PATON). While on a recent PATON verifying mission, one undocumented PATON was discovered within our area of responsibility.

Two of our members are presently in crew training and two are engaged in coxswain training. This will increase our number of qualified coxswains and crewmembers and our ability to conduct more patrols.

On November 7 and 8, 2009 we will have a Public Affairs information booth at the annual Ruskin Sea Food Festival. ✦

When January is too cold and August is too hot for you to go out on patrol, consider the weather our fellow members contend with in other parts of the country. Alaska, for example, contains 50% of our nation's coast lines and has the coldest weather. That does not stop them from getting out on the water except in the most severe conditions. This photograph, taken by Noreen Folkerts from Juneau, Alaska in District 17, earned the top award in the National Photograph Competition-Marine Safety category. It was taken on April 1, 2009 of Auxiliarists assisting a Coast Guard buoy tender in setting the seasonal buoys on Mendenhall Bar in Juneau. Personal water craft operators wear protective gear year round as the water rarely reaches 50 degrees.







## Flotilla News

### Flotilla 78

Greetings to all from chilly Burke, Virginia. I will be heading south on or about November 1<sup>st</sup>. Many thanks to all our flotilla members who worked very hard while "us snowbirds" were away.

Warren Pfirrmann, Flotilla Staff Officer- Public Education reports we have over 25 folks signed up for Boating Skills and Seamanship (BS&S). Pfirrmann says that we have had between 14 and 25 students attending the BS&S Program each week. This week we have a family of six graduating.

We have two new staff officers in our flotilla. Mike Berkowitz, Flotilla Staff Officer- Information Systems and Amanda Davis, Flotilla Staff Officer-Marine Safety are relatively new Auxiliary members, but both have been extremely active assisting our flotilla with accomplishing the Auxiliary's missions. Mike teaches three classes in BS&S and Amanda has taken numerous courses to educate and prepare herself for her role as our Marine Safety Officer. She is also working earnestly on her Marine Safety Ribbon and has completed all the necessary courses.

Many thanks to Jim Troiano, Ron Bradach, Phil Creter and Warren Pfirrmann, the backbones of our BS&S program. I also wish to thank Brad Marchant who has also taught BS&S classes and conducted meetings as well as flotilla business in my absence! His trusty sidekick, Grace Marchant, assists wherever she is needed. See you all soon. ✦



Valerie Fernandes, FC

### Flotilla 78 Geocache

On May 12, 2008 Flotilla 78 published a "geocache" online at [www.geocaching.com](http://www.geocaching.com). Our geocache is a large plastic container approximately 18x16 inches that contains safe boating literature. For those of you not familiar with geocaching, it is a high-tech treasure hunt using a GPS. As of October 19, 2009 there were 924,213 active geocaches around the world. The coordinates of Flotilla 78's cache are N 27° 41.587, W 082° 44.176. These coordinates are located on the curtilage of the building that we use for our monthly meetings and Boating Skills & Seamanship program. Valerie Fernandes wanted to bring the public to their meeting and teaching place so that they would become aware of the services we provide to the St. Pete Beach community. She also wanted to distribute safe boating literature in a new and unusual way, by using a hobby that she was familiar with: geocaching. The greatest thing about all this is that the flotilla did not have to pay a fee to promote boating safety programs.

Every time someone locates the cache they log in and record their "find". You can go online and view the logs of our cache and read all the positive comments. People enjoy taking the informative literature, coloring books, and stickers that we have in our cache. Many people geocache with their children so this is a great opportunity to educate them as well.

Our honorary flotilla member, Grace Marchant, has assumed responsibility for the cache and keeps it well stocked with safe boating materials. ✦



## Flotilla News

### Flotilla 79



Kevin Williams, FC

On September 15, Jim Frijouf and Tim Teahan, with the assistance of Joe and Betty Hagan and Steve Plass presented a customized 1.5 hour "Suddenly In Command" program to 55 members of Davis Islands Yacht Club in Tampa, Fla. The program was aimed at crewmembers who don't routinely operate the boat as well as skippers who wanted a brief refresher. I want to especially thank Jim Frijouf who arranged the program and customized its contents for a sailing audience. The program was another useful way to provide some education to the boating public. Unfortunately, the program didn't generate any new enrollees for our Boating Skills and Seamanship (BS&S) course.

The Flotilla was involved with a household electronics pick-up sponsored by the Florida Green Council and Intercon Solutions at the Gandy Ramp on Saturday, September 19, 2009. As part of the deal, flotilla Vessel Examiners did more than 20 Vessel Examination Checks between 8 a.m. and noon. Our involvement with these groups was peripheral at best, but their



organizers were elated with the response from the public and want to do it again.

Tim Teahan presented a one-hour special program to Captain Sergio Atanes' fishing school on October 17th and made another presentation to the Beach Isles Neighborhood Association on October 12th. Tim also filled a watch at the Auxiliary booth at the Tampa Boat Show, Sept, 10-13, 2009. The boat show was well attended. In the three hours that Tim was there, more than 100 people visited the booth which promoted our boating safety programs, Vessel Examinations and membership.

Flotilla 79's Boating Skills & Seamanship course enrollment is steady at about 20 students. We started the fourth and final twelve-lesson cycle for 2009. We continue to have good interest in the course, enough to maintain enrollment levels. That's a significant improvement from this time last year. Most inquiries appear to be coming from the CGAUX District web site.

Vessel Examinations continue. Top Producer, Zack Lessin, completed 12 Vessel Safety Checks at the Flotilla ramp during our last VE event. We also have two new Certified Vessel Examiners for Flotilla 79: Craig Starns and Tim Teahan.

We brought in 13 new members since January 2009 and Heleyde Aponte, our Flotilla Staff Officer-Personnel Services has been nominated for Recruiting awards. ✦



Brian and Phylis Garry prepare Italian fare for attendees of Team Coordination Training held in August at Flotilla 79.







## Flotilla News

### Flotilla 7-16

At the Division 7 meeting held on October 17 at Flotilla 7-16, Louis Miosi presented Blaise and Nick Harwitt with Coast Guard Certificates of Training. Blaise and Nick completed the Fuel Trucks Train the Trainer Course and Pre-Trip Inspection for Fuel Trucks Course. They also earned U.S. Government/ Military Commercial Driver Licenses as well as licenses for operating forklifts on base. Linda Harwitt accepted the award on behalf of Nick.

Jim Mulligan, Division Staff Officer- Program Visitor gave Don Rimel a Certificate of Achievement. Don is one of the top 100 performers in the Recreational Boating Safety-Visitation Program. This is the second year in a row that a member of Flotilla 7-16 received this award.

Nancy Lowry completed ICS-100 and ICS-700 and took the ICS-210 course at the Fall Conference in September.

Jim Newman has taken numerous tests online including the Incident Command Structure (ICS) series 100-800, the Fingerprinting test, Vessel Examiner qualification test, Navigation Rules, and several other specialty area tests. Jim also attended the Auxiliary Seamanship (AUXSEA) training at FL 72 and is presently waiting for his test results. He also completed the ICS-210 course at the Fall Conference.

Jim went to the Bay Pines Boat Ramp with Don Rimel and completed his five Vessel Safety Checks with a certified Vessel Examiner. Don will be sending the paperwork to AUXDATA. Jim's 45' boat is now registered as a facility for 7-16. Jim will be going out with Don next week to become certified as a Program Visitor. ✦



Linda Harwitt, FC



Blaise Harwitt accepts the military commercial drivers licenses and course completion certificates from Louis Miosi at the Division meeting on October 17, in Gulfport, Fla. Linda Harwitt, FC ,accepts the award on behalf of flotilla member and son, Nick Harwitt.

Photo by Dottie Riley



## Antenna Mast and Flagpole Repair Project (cont.)

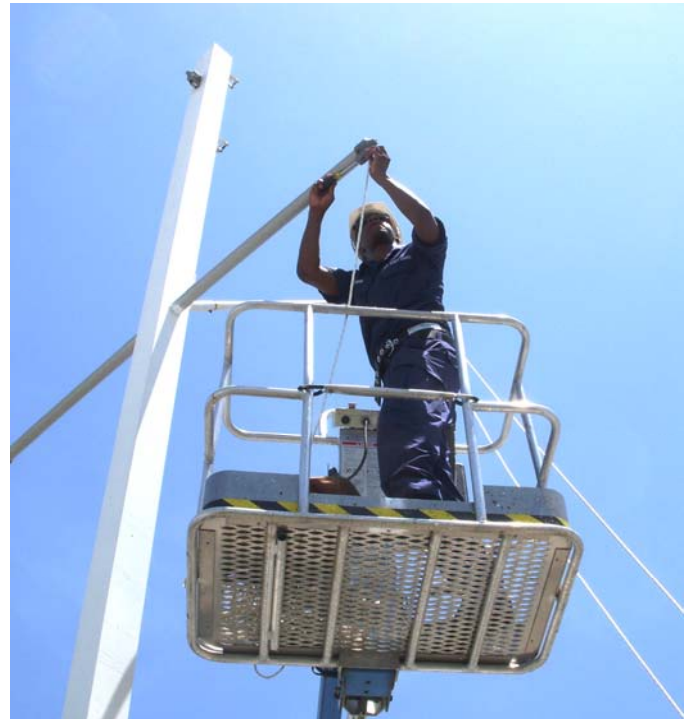
(Continued from page 1)



**Captions:** Sector St. Petersburg ESD crewmembers Ed Brockman (upper left), Petty Officer Kevin McLendon (upper right) and Petty Officer Mark Terrill (cover photo) work on Flotilla 79's radio antenna mast and flagpole halyards.

Over the next two weeks, Brockman and Petty Officers Kevin McLendon and Mark Terrill visited the building on two occasions. During the first visit, the antennas and mounting bar were removed for transport to the ESD shop for welding, strengthening and cleaning. During the second visit, the repaired mounting bar, sporting a bright polish, and the antennas were re-mounted. Also, outdated wiring was replaced with modern coaxial cable, new tie-wraps to secure the cable to the building were installed and both flotilla radios were evaluated for transmitting and receiving power to ensure optimum performance. In addition, ESD personnel used Sector's man bucket while it was at the building to replace worn halyards on the unit's flagpole, another flotilla project long-delayed by a lack of necessary equipment needed to access the halyards.

The work performed by Brockman, Petty Officers Gore, McLendon, Terrill and ESD shop personnel on the project was professional, efficient and timely, as was the workmanship on the mounting bar and fixtures, all performed well beyond expectations. Their collective work got



the flotilla back to full mission readiness with a minimum of downtime and as a result of their work, the flotilla's radio equipment now works better than it did before the repairs.

The willingness of the Sector's ESD to provide their resources and expertise on a pro bono basis allowed the flotilla to accomplish the needed repairs at no cost to Flotilla 79, a tremendous help. ✦





## Staff Reports and News...

### Division Change of Watch: Let This Be One of Your Memories for This Year.

*By Dottie Riley, SO-PB 7*

Every December Division 7 holds its annual Change of Watch ceremony to swear in all of the elected division and flotilla officers and division staff officers for the coming year. The only surprise this year is how quickly 2009 flew by. It seems inconceivable that 2010 is just a few weeks away.

At the Division meeting on October 17 at Flotilla 7-16 in Gulfport, Fla., Amos Johnson and Mike Shea were elected Division Commander and Division Vice Commander respectively. Both men are members of Flotilla 79 in Tampa.

Our present elected officers guided the Division through tumultuous times which included the loss of one flotilla to Division 11. Pete Lore, DCDR, is in fact, a member of what is now Flotilla 11-3. After the conclusion of this year we lose Pete as well. Peter Lore will be sorely missed.

Don Rimel, DVCDR is our division's top producer

within the Recreational Boating Safety (RBS) Program in terms of visits to our RBS partners and vessel examinations. He succeeded in holding this title in 2009 despite the added duties of serving as our Division Vice Commander. One can only imagine what he will accomplish next year without these additional responsibilities.

We do not know what our new leaders have in store for us or what goals they will set for the division next year. If their past personal achievements are any indication, then we should be prepared to work very hard! Amos Johnson is one of our district's hardest working Team Coordination Trainers and is a Qualifying Examiner in our Boat Crew Program. Mike Shea was the first member of our division to earn the Trident qualification and serves as a mentor in that program. Fortunately for us all, both men adapt well to change; a critical characteristic as the Auxiliary continues to re-align itself more closely to match the structure of the Coast Guard.

Both men will be sworn into office on December 5, 2009 at the Change of Watch ceremony scheduled to take place at noon at the Collonade Restaurant, 3401 Bayshore Boulevard in Tampa, Fla.

Your Flotilla Commanders and Flotilla Vice Commanders will also be sworn in at that time. Don't let this moment fly by too. Show support for next year's leadership by attending this event. Your reward will be a memory for this year that will not fade as easily as the countless days from 2009 that you cannot recall.

Details will be available soon both through the division's web site and your Flotilla Commanders. ✦

Amos Johnson wearing his crewmember program qualifying examiner hat. Photo provided by Amos Johnson.







Terrence Affeld

### Communications, Terrence Affeld, SO-CM

Many of you are aware of the new requirements for becoming a Communications Watchstander that involves completing a list of tasks, similar to qualifying for Boat Crew. At first glance it can seem very daunting, but as you go through the tasks,

one finds that they are not that complicated and most can be completed very easily.

Completion of these qualifications is designed as a mentored process, usually done with an experienced and qualified watchstander. This primarily takes place at the flotilla level. It is then reviewed and approved by a Communications Staff Officer (normally the FSO-CM) and sent up the Chain of Leadership to Director of Auxiliary.

Last but not least, November is watchstander Appreciation Month. (Have you hugged your watchstander lately?) Boat crews should make an extra effort to show appreciation to your watchstander who is sitting in that little room, usually alone and can't leave until you are safely secured at your home dock. (Also *not* getting reimbursed for his/her meal!) ✦

### Communication Services Joe Parrish, SO-CS



Joe Parrish

1. Continue to encourage district and division officers to utilize the many tools that are available to them on the division website. Specifically:

2. Submit your roster changes on the form provided on the division website. Be sure to include all necessary information as called for on

the form.

3. Post upcoming events on the flotilla and/

## Staff Reports and News...

or the division calendars. Complete instructions for adding an event to a calendar are posted on the division website.

4. Use the division e-mail function to communicate with officers as well as flotilla members. This is a much more secure method than using your own group lists.
5. Updates are current on the division and flotilla websites.

Please contact me if you find any "broken links" on the division website and I will correct them.

Kathy Kruczek, Flotilla Staff Officer-communication Services, Flotilla 79 recently answered questions and provided a demo for several members following a Flotilla 79 meeting.

If you have any questions or need help in accessing any of the division website tools or features, please contact me. ✦

### Information Services Alma Parrish, SO-IS

All activities received as of October 16, 2009 have been entered into AUXDATA. Many of the Flotilla Staff Officers-Information Services have experienced problems with AUXDATA. I have also experienced problems with time outs. News from the AUX desk is that problems that are occurring at the Flotilla level are being addressed at this time. The new version 2.6.0 AUXDATA rolled out 10/14/09. ✦



Alma Parrish

### Materials Lou Miosi, SO-MA

Materials are available for ordering. No orders outstanding at this time. ✦



Lou Miosi







## Staff Reports and News...

### Penalty Stamps

Auxiliary Manual  
Chapter 5,  
"Regulations and  
Policies", pages 163  
and 164 states Aux-  
iliarists may send  
the following as offi-  
cial mail:



- Auxiliary information and forms.
- Notices of Auxiliary meetings.
- Official Auxiliary program statistics.
- Correspondence to the Director and any Coast Guard unit.
- Auxiliary texts and workbooks.
- Auxiliary unit publications, if Director approved.
- Requests for lodging reservations and conference registration for official Auxiliary meetings.

Unofficial mail, not authorized for the official business mail privilege, includes:

- Mail to State Government officials or agencies unless approved by the District Commander, or from Auxiliary SLO, Legislative Liaison officers, or members of the Auxiliary Department of Boating.
- Orders for, and shipment of, Auxiliary uniforms and insignia from any commercial source.
- Requests for information concerning uniforms and insignia from any source other than Coast Guard or Coast Guard Auxiliary sources.
- Personal information between Auxiliarists.
- Any Auxiliary newspaper, magazine, newsletter, or other publication containing advertising.

Official business mail is not free. The Coast Guard pays for every mailing by Coast Guard and Auxiliary personnel. The ANSC uses Government funds to purchase envelopes, postal cards, mailing labels, and official government-paid stamps for use by Auxiliarists. Auxiliarists may be held liable and assessed a wide range of penalties for private or unauthorized use of official business mail materials, hence, the origin of the penalty stamp's name. ✦



Peter Ubillos

### Navigation Services Peter Ubillos, SO-NS

A Navigations Services workshop was conducted on September 2, 2009 at Flotilla 75 in Ruskin. We have verified aids in our various areas of responsibility with varying results. Flotilla 72 has completed 100% of their aids.

*Editors Note: Pete submitted a longer, more informative report read in his absence at the Division meeting. Unfortunately, the Intercom did not receive a copy. What is published here is based on notes taken at the meeting. ✦*

*The photo below was taken on June 19, 2009 by Valerie Fernandes, FC 78 in the port of Olbia, Sardinia in Spain. This area is in IALA (International Association of Lighthouse Authorities) Region A. The US is in Region B. In Region A it is "green right" returning from sea. Zoom in on the photograph to see the difference in size and shape.*





Al Escorihuela

### Member Training *Eleazar (Al) Escorihuela*

Flotilla 72 completed the Auxiliary Seamanship (AUXSEA) course with 18 participants.

Flotilla 74 conducts ongoing Vessel Safety Check training for new members. Roger Sneden completed his qualifying

exam (QE) for Boat Crew. John Lowe and Linda Brandt are continuing to improve their skill levels before requesting a QE. Kenneth Morningstar and August Miller are in coxswain training. Roger Sneden is training Edward Knight, Linda Bryant and Stuart Davisson as radio watchstanders at Flotilla 79. Boating Skills and Seamanship (BS&S) pro-

gram for members is being conducted for six weeks on Monday and Wednesday from 7 to 9 p.m. at Flotilla 74 with six new members attending. On October 29, 2009 from 7 to 9 p.m., Sexual Discrimination and Harassment Prevention will be held at Flotilla 74.

Flotilla 75 has two members in training for coxswain, one member is almost done with the Auxiliary Seamanship (AUXSEA) course and is preparing for his proctored exam. A Sexual Harassment Prevention workshop will be held at their October meeting. Ongoing training includes Auxiliary Communications (AUXCOM), AUXSEA and Auxiliary Patrols (AUXPAT).

Flotilla 79 is engaged in the division wide coxswain training and has several members/trainees being mentored in the boat crew program. ✦

## When Training Exercise Turns Real, Two Trainees Lend Radio Assistance

*By Edward Knight, FL 74*

Linda Brandt and Edward Knight, Auxiliarists from Flotilla 74 in Brandon, Fla., are among several members learning new ways in which they can be of assistance to the boating public. They recently started training at Coast Guard Auxiliary Flotilla 79 in Tampa as radio watchstanders. They join many others trained to monitor marine VHF radios for distress calls, and primarily to listen and record Auxiliary Facility activity. This may include things like harbor or port patrols, checking Aides to Navigation (ATONs), or routine training drills for those in crew or coxswain classes.

Linda and Edward are undergoing hands-on as well as class room training. One of the many skills they are learning is the ability to multi-task-- answering two-way radio communications between boats and the flotilla radio location, in this case, Flotilla 79 in Tampa.

During their first hands-on training on October 13, 2009, they not only followed and recorded five vessels conducting on-the-water training, but also monitored two actual emergencies. One of these was initially thought to be a part of the training (one of the drills was for a vessel

taking on water), but was indeed one of the Auxiliary vessels taking on water. After communicating via radio, Linda and Edward decided to ask the coxswain of the facility if it was part of the training or if it truly was an emergency. After receiving word that it was not a drill, another vessel followed the facility back to the docks where it was determined the vessel had a small leak in the stern.

The second emergency was a boat that lost power not too far from the boat ramp. This vessel was discovered by another facility returning to the docks after completing their training for the day. The crew that came across the boat radioed in their location and the nature of the emergency. As is customary for any Auxiliary facility, they rendered aid by towing the dead boat back to the dock safely. Once again this was ironic in that this it too was one of the training drills for the day- towing a dead boat.

Overall, Linda and Edward had a good day and are looking forward to completing their training to be able to render aid in any way they can. ✦





## By Order of the President of the United States: Thou Shall Not Text Message While Driving!

### MEMORANDUM FOR: All DHS Employees

**FROM:** Sharie Bourbeau /s/ Deputy Under Secretary for Management

**SUBJECT:** Executive Order on Text Messaging While Driving

President Barack Obama issued an executive order on Oct. 1, 2009, that bans Federal employees from text messaging when driving a government owned vehicle, when driving their privately owned vehicle while on official government business, or when using electronic equipment supplied by the government while driving.

Specific Departmental policies to implement this order are being developed and will be available soon. In recognition of our unique mission, special consideration is being given to those law enforcement or emergency functions that would require use of texting or handheld electronic devices while operating a vehicle.

It is well established that texting and the use of handheld devices while driving is hazardous. In

2008, the National Highway Traffic Safety Administration reported that distracted drivers were involved in 16 percent of fatal accidents. In July 2009, the Virginia Tech Transportation Institute reported that texting truckers were 23 times more likely as their non-texting counterparts to be involved in a crash or a near miss.

I fully support the President's action. By meeting the requirements of the executive order, the employees of the Department will not only demonstrate leadership in making America's roads safer, they will also reduce their personal chances of experiencing a vehicular accident. I encourage everyone to follow the prohibition on texting while driving both at work and during your personal travels. ✦



This is not a night time sky. This is a late afternoon storm that chased the Lucky Dog to the docks and brought an afternoon patrol to a premature conclusion. Mike Shea with crewmember Tim Teahan, members of Flotilla 79, were on patrol Sunday July 26, 2009 when this storm blew in. Tim captured it on camera just before their vessel reached the safety of the docks.



## Staff Reports and News...



Jim Mulligan

### Program Visitor Jim Mulligan, SO-PV

During the third quarter (July-September 2009), 276 RBS visitations were reported to AUXINFO. AUXINFO indicates that the members of Division 7 have completed a total of 847 visitations year-to-date. While the numbers may seem impressive, only 56% of our Partners

are current. Six new Partners were added and two deleted. Division 7 is presently servicing 281 Partners in the Recreational Boating Safety program.

Ronny Merritt, District Staff Officer-Program Visitor has informed us that partner decals can now be obtained directly from the National Supply Center, ANSC 9015. Also, Recreational Boating Safety Devices for ODU/working uniforms are now avail-

able.

Program Visitors are submitting their visitations to AUXDATA but are not submitting them to the Division Staff officer- Program Visitor . All 7046 forms must be sent to the Flotilla Information Services Officers. This makes it much easier than requiring separate written monthly reports from each Flotilla. ✦

### Marine Safety

#### Michael Shea, SO-MS

We have four members studying for the Trident Program. Bruce Thornton from Flotilla 72 has completed the program and will be awarded the Trident badge within the next few months. Congratulations to Bruce! ✦



Mike Shea

### Chain of Leadership; Robert's Rules of Order Courses Available

Two new courses are available on eLearn, the Coast Guard Auxiliary online training center.

Chain of Leadership discusses the appropriate way of communicating information and concerns within the organization using the Chain of Leadership and Management.



Robert's Rules of Order provides guidance on how to conduct formal meetings. These courses

should be of interest to any member and essential to those seeking elected or appointed office during the upcoming elections season.

The courses are available at: Chain of Leadership: <http://64.207.134.26/usr/moodle2/course/view.php?id=58> Robert's Rules of Order: <http://64.207.134.26/usr/moodle2/course/view.php?id=59> If you do not yet have an eLearn account, you will have the opportunity to create one in order to access the courses as part of the sign in process. Bravo Zulu and questions should be directed to John Janik, BATDP at [jcjanik@gmail.com](mailto:jcjanik@gmail.com).



[Posted: Sep 4, 2009. Source: Nick Tarlson, DC-Td] ✦

### Armed Forces Vacation Club

The Armed Forces Vacation Club offers DOD and Coast Guard Auxiliary personnel the opportunity to book a seven-night luxury vacation on a space available basis. Contact your Director's office for the MWR access number for your District.

The club has locations around the world, as well as the United States for super vacations. As authorized Coast Guard MWR patrons, you and your family members are eligible for the benefits of the Armed Forces Vacation Club.

AFVC has now expanded the service to offer nightly rental opportunities. In efforts to enhance the AFVC benefits, customers may rent a vacation condo in seven-day increments or now, choose to stay for one night or more to better suit the needs of your vacation time. "Nightly Getaway" rates start as low as \$75 per night during peak season. Seven-night stays are still available for only \$264. Nightly Getaway reservations must be made within 60 days of travel. Weekly rentals may be made up to 12 months in advance. [Posted: Sep 5, 2009. Source: Dante J.Laurino ANACO-RS] ✦



## 6.5 Knots Every Boater Needs to Know: Reef Knot to Rolling Hitch, These Knots Will Serve You Well

By Gene Bjerke

The old square-riggers of the golden age of sail were all about the knots: they had miles of rope and used scores of knots to control their canvas power plants. Boats today use far fewer lines and knots, but a knowledgeable mariner can still look at a boat and quickly tell the owner's level of seamanship by observing the lines. Are they neatly coiled and properly knotted, or tangled in a land-lubber's snarl?

Your lines tell a lot about you, and knowing how to correctly handle rope and tie knots is far from a dead art. The Ashley Book of Knots, the bible of the knot-tier, contains more than 3,500 knots, and more have been developed since it was published in 1944. Luckily, most mariners can get by with far fewer: we count six-and-a-half as essential. With these knots you can do just about anything you need to do on a boat that involves rope. We'll explain each in detail, but first a few basics.

### TIE AND UNTIE

Most mariner's knots have three characteristics: they are easy to tie, do a specific job well and are easy to untie. This last is very important: you do not want to break fingernails or have to resort to a knife. In any marine store, you will find two kinds of rope: three-strand twisted, called laid line, and various types of braided rope. Braided rope is the kind you see most often today. The knots below were originally developed in laid line, but will work just fine in any type. Like everything else on a boat, knotting has its own language. The words needed are few and simple, but knowing the proper terms will make description much easier. The first bits of vocabulary you need to understand are that cordage in the coil is rope, and when it is cut and put to use, the piece is called a line.

With any knot, the part you manipulate is the working part, the rest of the rope is the standing part. A bight is a bend in the rope that does not cross over the standing part – basically a U shape. If the rope makes a complete circle, crossing the standing part, it is a turn. If the line crosses over the standing part, I call it an "overhand turn"; if it crosses under, it is an "underhand turn." "Breaking its back" means

easily untying a knot by pulling the last turn down along the standing part. It is an important characteristic of a knot, and is true of several of the knots we'll describe here.

### FIGURE 8 KNOT

This is your basic stopper knot, which is a knot that prevents a line from running out of a block or fairlead. This is the knot you see at the end of sheets and anything else in danger of getting away. It is made very simply by putting an overhand turn near the end of the line and then, rather than passing the end up through the turn as in an overhand knot, continue around the standing part and pass the end down through the turn. If it looks like a number 8, you have made it right. Push it together to form a lump at the end of the line. While you could achieve almost the same effect with an overhand knot, that knot becomes extremely difficult to untie once it is jammed tight. The Figure-8 knot can be easily untied by simply breaking its back.

### BOWLINE

This is the premier loop knot. It forms a loop in the end of the rope that will not slip. No matter how tight it is pulled, it can be untied easily by breaking its back. This knot is recommended for putting a mooring line onto a piling. There are a number of variations and specialized versions of the bowline, but we stuck to the most common. To tie it, stretch out a section of the end of the rope as big as the loop you want to make, plus a little extra to make the knot. On the standing part, make an overhand turn. Pass the end of the rope

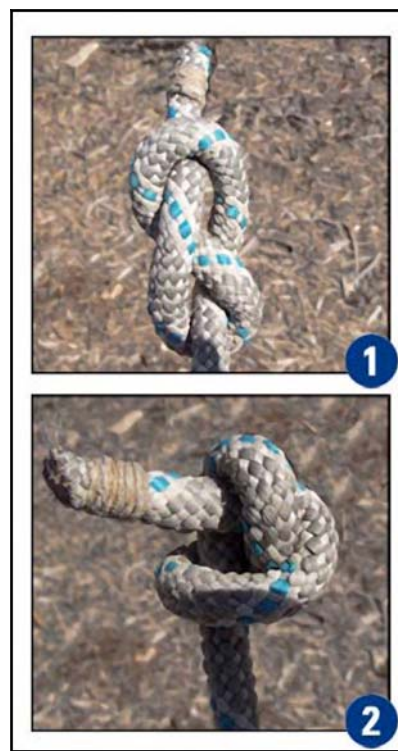
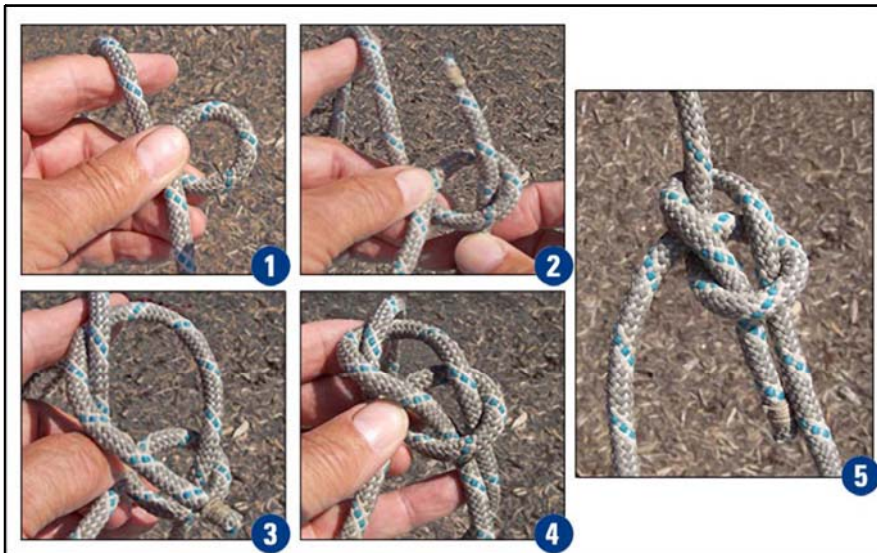


Figure 8

(Continued on page 20)



**Bowline**

up through the turn, around behind the standing part, and back down through the turn. Hold the end and the part next to it in one hand and the standing part in the other hand, and pull the knot together. That is the basic way to tie the knot. Experienced knot tiers usually will take the end in the right hand and the standing part in the left hand. Cross the end over the standing part from right to left and grasp the standing part between your right thumb and forefinger. Now rotate your right hand to bring the end down through the loop and back up again in such a way as to throw a turn into the standing part with the end sticking through it. Now continue as before, taking the end around the back of the standing part and down through the turn to complete the knot.

### REEF KNOT

The landsman calls this a “square knot” – same knot, different name. As the sailor’s name suggests, this is a very good knot to tie around something. It will hold well as long as the tension is equal on both legs, and there is some pressure from underneath. This knot is not recommended to tie - sailors would say bend - two ropes together for a straight pull; it can be unreliable in that situation. You basically learned this knot when you learned to tie your shoes; but the reef knot is not made with bows (then it would be a “slipped reef knot”). The basic rule is: right over left and then left over right (or vice versa). If it is done right, the ends should lie along the standing parts. If you go over and under (as opposed to over and over), you end up with the

dreaded Granny knot, as indicated by the ends sticking out crosswise from the standing parts. The Granny knot is extremely difficult to

untie once pulled tight.

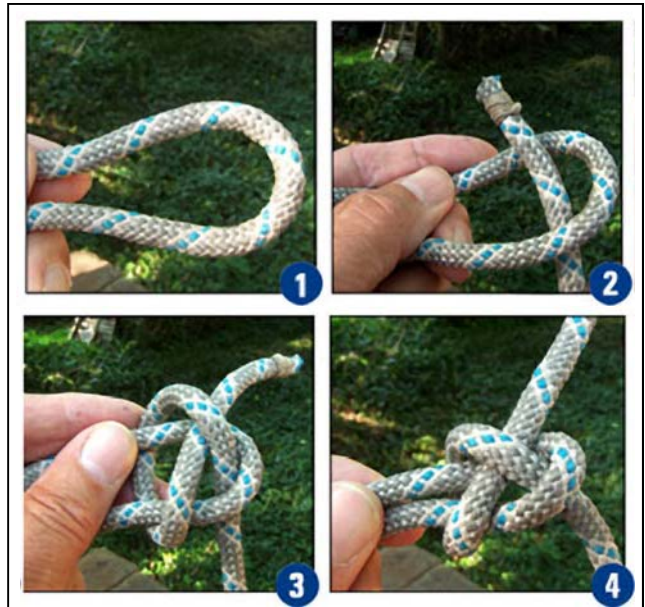
### SHEET BEND

An excellent knot for attaching two ropes together for a straight-line pull is the sheet bend. The knot is formed by making a bight in one rope, then passing the end of the second rope up through the bight from beneath. Pull enough slack in the second rope to pass around and beneath the

bight. Pull the end across the top of the bight and under itself where it comes up through the

bight. Pull the two standing parts to tighten. This knot can be untied by breaking its back.

You can increase the security of this knot by passing the working part twice around the bight. In that case it becomes a “double sheet bend.” The

**Sheet Bend**

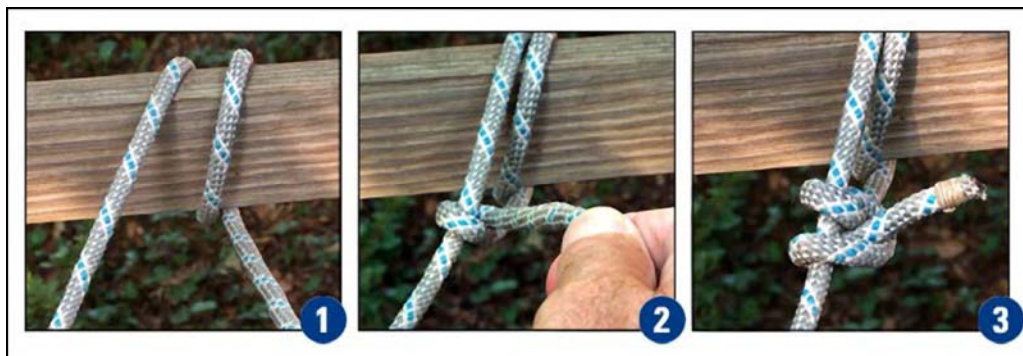
very same knot can be tied in an already existing loop, where it is called a “becket bend.”

### ROUND TURN WITH TWO HALF HITCHES

This is one of the most basic and reliable hitches, a term used loosely to refer to a knot that attaches a rope to some object. It is used when the pull will come at roughly right angles to whatever it is tied to. Take a round turn around the object, meaning wrap the rope completely around it. The half-hitches are taken around the standing part as follows: take the working end around the standing



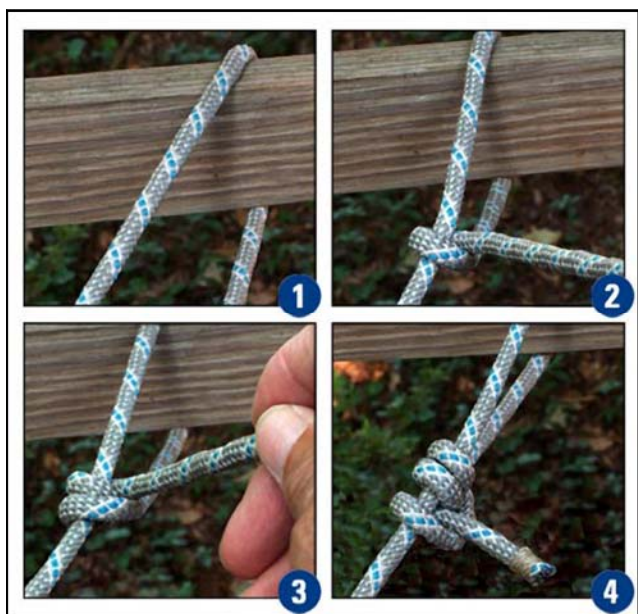




Round Turn

part and bring the end out on the side nearer the object—that is your first half-hitch. Tie in a second-half-hitch on the standing part on the side away from the object. Snug the half-hitches together and the knot is finished.

### ROLLING HITCH



Rolling Hitch

This is a very useful knot when attaching a rope to another rope or similar object, particularly if the strain is going to come in line with the object to which the rope is tied. The great advantage of this knot is that when the strain is off, the knot can be slid along whatever it is tied to, and when the strain comes on it, the knot will hold. Thus it is very useful for hanging fenders, because you can easily adjust the height of the fender. Pass the end of the rope around the object you are tying it to (which may be its own standing part), twice on the side where the strain will come. Then add a half-hitch on the side of the knot away from

the strain. Make sure everything is snug. You can slide the knot up or down the object as long as there is minimal strain on the rope that you made the knot in.

### BELAYING: THE HALF KNOT

Belaying is the act of making a rope fast to an object, usually a cleat or belaying pin. It is arguable whether it is technically a knot at all, thus the “half” in our explanation above. But we included it because it is a basic rope skill for any mariner. Like all other marlinespike work, it depends on friction to hold. And, like everything else, there is one right way and many wrong ways to do it.

In this example, we are belaying to a cleat. The line should ideally approach the cleat at an angle (preferably about 15°), although that is not always possible. Beginning at the end of the cleat that is farther from the strain, take a round turn around the base of the cleat, so that the line goes around the other end of the cleat from the same side it exits the first end. This ensures that the working part of the line will be farther away from the standing part and thus minimizes the possibility of a jam-up. This is most important when the line approaches the cleat from a shallow angle. Now put in several figure-8 turns. You will always go around the horns of the cleat from the side opposite the standing part. Take a number of turns, depending on how heavy the strain is on the line and how much space you have on the cleat. Normally, you will finish with a half-hitch by grasping the working part with your other hand and putting a twist in it before you put it on the cleat. Done correctly, the end of the line should pass under the last turn and lie alongside the last crossing in the middle of the cleat. If it is a line that you may need to cast off quickly, simply eliminate the final half-hitch. †

*Gene Bjerke, whose work has appeared in *Cruising World*, *Chesapeake Bay*, *Good Old Boat* and *Multihulls* magazines, regularly crews on square riggers near his home in Virginia. He has been boating for 45 years.*

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## News and Articles by Members...

### New Sew-on AUXOP Device

USCGAUX ALCOAST E-Bulletin



The Coast Guard Auxiliary sew-on qualification insignia announced in ALAUX 033/09 are authorized for wear on the Operational Dress Uniform (ODU), Working Blue, and Hot Weather Uniform (i.e. - only the Coast Guard dark blue short-sleeve shirt alternative) described in the Auxiliary Manual (Commandant Instruction M16790.1 series).

1. In accordance with Coast Guard Uniform Regulations (Commandant Instruction M1020.6 series), only one Auxiliary sew-on qualification insignia is authorized for wear on the ODU. By extension, this also applies for Working Blue and the Hot Weather Uniform authorized for wear by Auxiliarists. Such insignia shall be centered directly above the "USCG AUXILIARY" cloth tape immediately above the wearer's left breast pocket.
2. Embroidered insignia shall be the same size as the metal insignia, centered on a tape the full width of the pocket. The tape shall not exceed the width of the pocket. If an Auxiliarist has earned more than one qualification insignia, then the insignia that is worn shall be at the discretion of the Auxiliarist. Temporary/conditional sew-on qualification insignia shall not be worn on these uniforms.
3. Pursuant to ALCOAST 074/09, the Auxiliary sew-on AUXOP device is authorized for wear on these uniforms. It shall be centered directly above the cloth nametape immediately above the wearer's right breast pocket.
4. These provisions shall be incorporated into the next change to the Coast Guard Auxiliary Manual. ✦

### The New United States Coast Guard District Seven Seal

The new seal commissioned by RADM Branham for the Seventh Coast Guard District has now been completed and is being implemented for use at this time. A copy and description of the new D7 seal is available online via: <http://www.tioh.hqda.pentagon.mil/CoastGuard/USCGInsignia/USCGDistrict7.htm>

#### BLAZON

**SHIELD:** Argent, an anchor palewise Azure detailed Celeste; surmounted by a mullet of seven points Gules, bearing a mullet of the like Or, interlacing the anchor ring a riband of the fourth; all within a bordure wavy of the second.

**CREST:** From a wreath Argent and Azure on a sun in splendor an American bald eagle displayed grasping in dexter talons an olive branch and in sinister talons, thirteen arrows bearing on its breast the Coast Guard shield all Proper.

#### SYMBOLISM

**SHIELD:** The dark blue anchor refers to the United States Coast Guard. The core roles of the Coast Guard are to protect the public, the environment, and the U.S. economic and security interests in any maritime region in which those interests may be at risk. The red and gold seven pointed star represents excellence and the Seventh Coast

Guard District that encompasses the Southern United States and the Caribbean basin. The red ribbon symbolizes courage. The wavy blue border represents America's coasts, ports, inland waterways and international waters.

**CREST:** The gold sun indicates optimism. The eagle adapted from the Great Seal represents the Seventh Coast Guard's air stations and their mission of protection, illegal immigration interdiction and counter - drug operations.

**SUPPORTERS:** The trident represents sea prowess and maritime security. The green palm fronds pertain to the tropics. The oar symbolizes search and rescue missions.

#### SEAL

On a celeste disk edged white is the Coat of Arms as described above upon a trident and an oar saltirewise surmounting two palm fronds. The device as described is enclosed in a dark blue designation band bordered on the outside with a gold rope. inscribed at the top of the designation band is "U.S. "COAST GUARD" in gold letters and below is the inscription "SEVENTH DISTRICT" in gold letters between two red fimbriated gold number sevens. ✦







## *News and Articles by Members...*

### **ST. PETE, MADEIRA BEACH COAST GUARD AUXILIARISTS APPLY RECENT TRAINING TO HELP SAVE A LIFE ON TAMPA BAY**

**Photos and story by Timothy Teahan, SO-PA 7, VFC 79**

TAMPA, Fla. – July 29, 2009 – United States Coast Guard Auxiliary members Marvin Bayles, Richard Short and Gene Keller of St. Petersburg and Bob Hill of Madeira Beach spent several hours on Saturday night, July 18 underway on Tampa Bay practicing their navigation, man overboard retrieval and underway towing skills. Less than 24 hours later, they would apply some of those same skills in real time, helping a swimmer in distress on Tampa Bay off the Gandy Beach.

The four Auxiliarists departed the Tropical Shores section of St. Petersburg on Sunday, July 19 in mid-afternoon aboard "Happy Ours," a 21-foot Auxiliary patrol vessel owned by Short and under the command of Marvin Bayles, 81, the boat's coxswain. Their original mission was to inspect Aids to Navigation in Old Tampa Bay around Weedon Island and along the South Gandy Channel, which parallels Gandy Boulevard in Pinellas County.

Less than two hours later, their mission quickly changed. The crew came upon a swimmer in the boat channel heading south and warned him that swimming in the channel can be dangerous. The swimmer turned and headed for shore but as the crew monitored his progress, they saw that he was having difficulty keeping afloat and was foundering. The boat came alongside the swimmer and Bayles directed the crew to get him into the vessel.

Once aboard "Happy Ours," the swimmer appeared to have difficulty breathing, so Hill, Short and Keller moved the swimmer into the recovery position, cleared his airway, monitored his vital signs and kept the victim warm. Meanwhile, Bayles advised the Coast Guard of the situation and arranged for an emergency medical crew to meet the boat at the closest available dock, the I.C. Sharks Marina behind the Banana Boat Restaurant. An EMT crew met the vessel, provided initial treatment and transported the victim to Northside Hospital in St. Petersburg, where he was admitted in critical condition. The victim was released a few days later.

"We felt fortunate to have been in the right place at the right time to help the swimmer," said Bayles, the vessel's coxswain. "Between the time we first saw the swimmer and when the ambulance arrived, we were not sure he would survive. We were thankful to learn that he was OK," Bayles continued. Of the experience, Hill said, "All that we've learned through our Auxiliary training, along with a tremendous team effort, came



The crew of the Auxiliary vessel "Happy Ours," from right, Bob Hill, Coxswain Marvin Bales, Gene Keller and Richard Short recount their rescue of a distressed swimmer in the South Gandy Channel on July 19.

together to make this rescue successful and I'm proud to have been involved."

For their extraordinary efforts in rescuing the swimmer, the crew of "Happy Ours" has been recommended for an Auxiliary award. ✦

#### **Crew member backgrounds:**

The Auxiliary crew involved in the rescue has a wealth of boating and medical experience. Hill, 46, of Madeira Beach, is a career law enforcement officer, a certified Wilderness First Responder, a member of the Pinellas Suncoast Fire/Rescue Volunteers and has two years of Auxiliary experience. Keller, 57, of St. Petersburg, has been an Auxiliarist for two years, is an investment advisor, a life-long boater and an avid Ham radio operator. Short, 55, also of St. Petersburg, is a two-year Auxiliarist and a retired physician with years of open ocean sailing experience. Bayles, 81, a retired dentist, lives in Ruskin, has been a boater for more than 30 years and has 10 years of Auxiliary coxswain experience. Bayles, Keller and Short are members of Auxiliary Flotilla 72 in St. Petersburg; Bayles serves as unit Commander. Hill belongs to Flotilla 11-3 in Madeira Beach. Hill, Short and Keller are all qualified as



## *News and Articles by Members...*

### **D7 Fall Conference Conundrum**

*Photos and Text by Dottie Riley, SO-PB 7, DSO-PB 7*

Why would anyone call the District 7 Fall Conference a conundrum? Webster defines a 'conundrum' as a puzzle or riddle, and just what is so puzzling about the D7 conference? The puzzle is how few members of Division 7 attended the conference this year.

This year's conference, hosted by D7 and Sector St. Petersburg was September 10-13, 2009 at the Bay-front Hilton Hotel in St. Petersburg. That is literally our backyard- or front yard depending upon which direction you are facing. The registration fee was minimal and once registered, classes were free of charge to all members. This means extensive travel and hotel expenses were also not factors.

The conference was well advertised. Both the *Breeze* and the *Intercom* announced the event well ahead of time and information was available



Pete Lore, DCDR and Fern Lore, Bunny and Amos Johnson, FL 79 at the Commodore's Reception, September 10, 2009 at Sector St. Petersburg. This event was free to all members.

on the D7 web site, so not knowing about the conference was not a factor either.

Possibly the answer lies in perceptions about what a conference is all about and who should attend. Our members may have the impression that conferences are for our elected officers at division or district levels, those whom we sometimes refer to as *the brass*. While the D7 officers may hold their annual business and election meetings at the conference, so much more takes place at this annual event. Every day is filled with training and fellowship opportunities, so many in fact, that no one can possibly attend them all.

Conferences are opportunities to learn new things and meet new people. Conferences are for every member. Everyone who attended the D7 Fall Conference this year left with more knowledge, many new acquaintances



Amos and Teresa (Bunny) have an animated discussion with Don Rimel, DVCDR 7.





Several member of Division 7 attended the four-hour joint Public Affairs and Publications training session. In the second row are Heleyde Aponte from FL 79 and Alma and Joe Parrish from FL 75.

and a more positive impression about the Auxiliary and our value to the Coast Guard. If you did not attend the conference this year, treat yourself next year and attend for a day or a weekend. Next year's conference is in Orlando- another short drive. ✦

## ***Intercom* earns First Place in 2009 District 7 Publications Award Competition**

Dottie Riley, Staff Officer-Publications, Division 7 accepts the award for Best Division Publication, the *Intercom*, on September 11, 2009 at DCON. From left: Tom Venezio, National Directorate Commodore-Operations, Walter Jaskiewicz, Chief of Staff D7, Peter Lore, Division 7 Commander, Dottie Riley and Donald Frasch, Commodore, D7.

Photo by James Dennen







# Homeland Security

USCG Auxiliary, Division 7, District 7  
Tampa Bay - St. Petersburg, Florida

SO-PB 7  
1630 Wakefield Drive  
Brandon, FL 33511-2325  
E-mail: SO-PB@cgauxdiv7-7.org



We're on the web!  
<http://cgauxdiv7-7.org/>



*You Are Invited!*

*Holiday Party hosted by Flotilla 74, Brandon, Fla.*

*December 12, 6:30 p.m.*

*Brandon Elks Lodge, 800 Centennial Lodge Drive, Brandon, Fla.*

Cocktail and fellowship hour with hors d'oeuvres starting at 6:30 p.m. followed by a sit-down dinner at 7:30 p.m.

A fantastic dinner menu is planned including choice of roast pork loin or breaded chicken breast with lemon sauce, mashed potatoes and gravy, vegetable sides, dinner rolls and dessert.

We also plan to have a "dirty Santa" gift exchange. While this is optional, persons wishing to participate should bring an untagged, wrapped gift (\$10.00 limit)

We welcome all members of Division 7 and their guests. The cost is \$24.00 per person. We hope to see you there,!

Please R.S.V.P. Wally Lowry at [rs.lowry@verizon.net](mailto:rs.lowry@verizon.net) no later than November 28, 2009.

#### **Submission Guidelines:**

**The Intercom** is always looking for articles about Auxiliarists, stories of interest, and photographs. Your articles need not be long; just make sure you include all of the basics: **Who** are you writing about? **What** is the topic or event? **Where** does the story take place (location)? **When** did, or **when will** this event take place, and finally, **Why** is this of interest, or **How** was this accomplished? Provide as much information as possible, and always include your email address or phone number. When typing, please **do not** use all caps.

**Photographs** should always be high resolution images. Use a digital camera that shoots images at 3 mega-pixels or better. Do not reduce the image or crop the photo unless you are an experienced user of one of the high-end photo-editing programs, i.e., *Photoshop CS®*. The final print resolution should be 300 dpi. If this sounds confusing, just send the image straight from your camera and add a description that includes who and what is depicted in the photograph, and the name of the person who took the photograph.

Take a camera with you everywhere! Vessel examinations, member training, patrols, Public Education programs and fellowship events are all great photo opportunities. Be proud of everything that you do, and brag a little bit about each other! It is a wonderful way to express appreciation for a member's efforts.

**Dottie Riley**, Editor