



Division 7 Members assist in Providing Safety Zone During JCSE Parachute Drops. By Dottie Riley

Remember the lyrics to the song by the Weather Girls, "It's raining men, halleluia!" It would appear that men do sometimes fall from the skies, and this summer, these men were members of the Joint Communication Support Element (JCSE) assigned to MacDill Air Force Base in Tampa.

Earlier this year, in February of 2010, members of Division 7 trained members of the JCSE in safe boat handling. More recently, support to this elite unit consisted of providing security zones to keep recreational boaters out of the drop zone while JCSE team members parachuted into Tampa Bay and were retrieved again using either the JCSE rigid inflatable vessels or ladders extended from helicopters. The jumpers retrieved via the rigid inflatable vessels were transported back to MacDill Air Force Base.

The training exercises took place on several days during August and involved members and facilities from nearly every flotilla within our division. A complete list of participants was unavailable at time of publication, but photographs and some of the names of participants appear throughout these pages.

The exercise on Tuesday, August 17th was almost over when one of Florida's famous rain cells engulfed the vessels and soaked the crew. Returning to the ramp, the rain was so heavy that it was difficult to see the markers. Of course, the rain stopped by the time they arrived at the ramp! Amos Johnson remarked that the dark skies and precipitation kept them cool while out on the water, so the inclement

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Photograph: Rick Short from Flotilla 72 aboard his vessel, Miss Marla, stops to photograph a member of the JCSE team being extracted from the water by helicopter.
Photo by Amos Johnson from Flotilla 79

weather provided some benefit after all.

The day was full of rain, both precipitation and men, but fortunately, no cats and dogs! ☼

Many thanks to Betty Hagan, Tim Teahan and Amos Johnson who provided the information for this article.

Division Elected Officers

| | | | |
|----------------|-----------------------------------|---------------|-------------------------|
| Div 7 | Division Commander | DCDR | Amos Johnson |
| Div 7 | Division Vice Commander | VCDR | J. Michael Shea |
| Div 7 | Immediate Past Division Commander | IPDCDR | Peter Lore |
| FL-72 | Flotilla Commander | FC | James Fogle |
| | Flotilla Vice Commander | VFC | Richard L. Short |
| FL-74 | Flotilla Commander | FC | Gilbert Thomas |
| | Flotilla Vice Commander | VFC | James W. Mulligan |
| FL-75 | Flotilla Commander | FC | Alma Parrish |
| | Flotilla Vice Commander | VFC | Guy Mandigo |
| FL-78 | Flotilla Commander | FC | Brad Marchant |
| | Flotilla Vice Commander | VFC | Valerie Fernandes |
| FL-79 | Flotilla Commander | FC | Tim Teahan |
| | Flotilla Vice Commander | VFC | Theresa (Bunny) Johnson |
| FL-7-16 | Flotilla Commander | FC | James Newman |
| | Flotilla Vice Commander | VFC | Linda Harwitt |



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

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

Division Staff Officers

| | | |
|-----------------------|--------------|--------------------------|
| Communications | SO-CM | Terence E. Affeld |
| Communication Systems | SO-CS | Joseph Parrish |
| Finance | SO-FN | Wally Lowry |
| Information Systems | SO-IS | Alma Parrish |
| Materials | SO-MA | Ronald G. Matz |
| Marine Safety | SO-MS | Robert Starns |
| Member Training | SO-MT | Clifford J. Martin |
| Navigation Systems | SO-NS | Marvin Bayles |
| Operations | SO-OP | Clifford J. Martin |
| Public Affairs | SO-PA | Timothy Teahan |
| Publications | SO-PB | Dorothy J. Riley |
| Public Education | SO-PE | Steven B. Plass |
| Personnel Services | SO-PS | Heleyde Aponte |
| Program Visitor | SO-PV | Glenn Dobos |
| Secretary | SO-SR | Elizabeth Senesac-Barone |
| Vessel Examinations | SO-VE | Richard Bailey |

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Words from the Helm....

Amos Johnson, Division Commander (DCDR 7)

I feel obligated to write something concerning REPORTS.

Everyone in the Auxiliary who accepts an office has to make a report, usually monthly.

That is twelve reports annually of what went on in your area of expertise or responsibility. Is that too much to ask?

We have simplified things by saying that officers only have to make a single report that can then be sent to anyone who needs your report. A Flotilla Staff Officer (FSO) sends that single report to the Division Staff Officer (SO), their Flotilla Commander (FC) and Flotilla Vice Commander (VFC). I suggest that this report be written for your monthly Flotilla meeting.

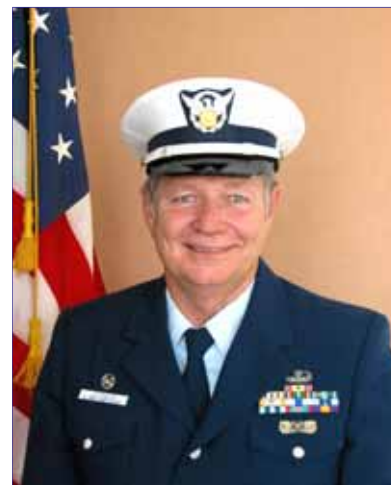
The SO then assembles all of the FSO reports into a single report that goes to the District Staff Officer (DSO), their Section Chief and the Division Vice Commander (VCDR) and Division Commander (DCDR). My suggestion here is that it be done soon after the Flotilla meeting while the information is still fresh. Your DCDR has to make his report to the District Captain (DCPT) on the 22nd of each month, and every other month to Sector St. Petersburg. There, can you follow me in this process?

We have not set specific dates as long as officers cover a consistent 30 day period.

Now that you understand the report process and have one in your hand (computer), why not send it to your newsletter editor so that everyone can know what is going on in our area.

Thanks,

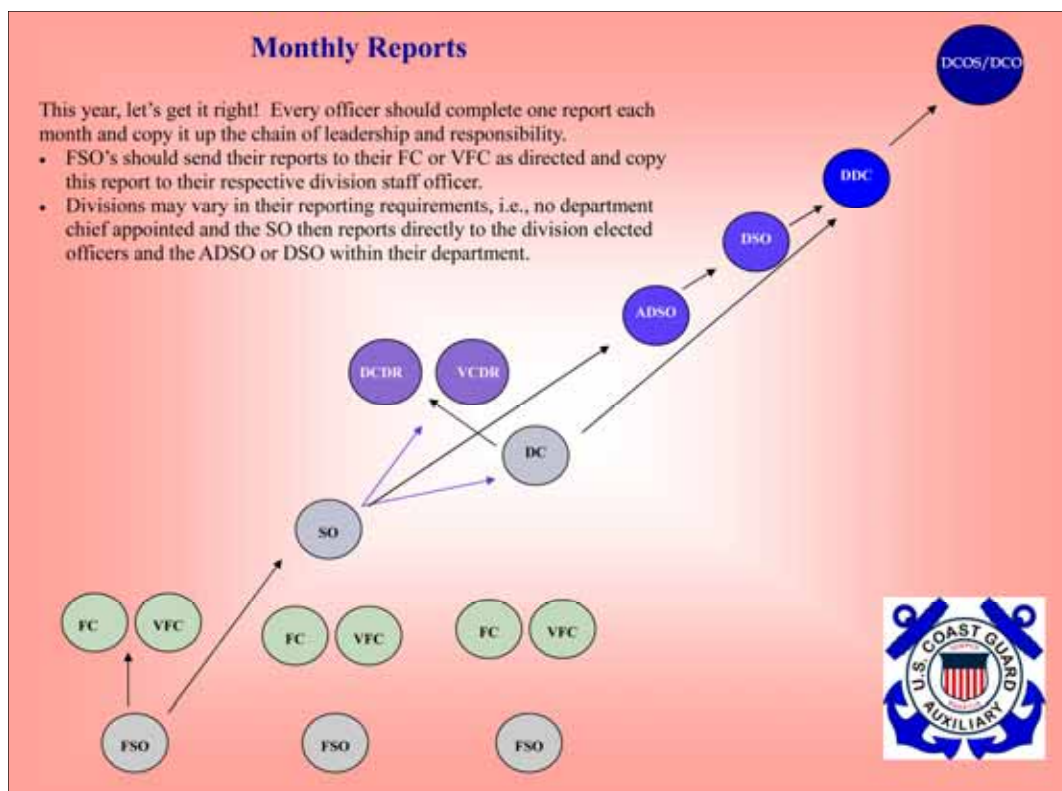
Amos



Amos Johnson, DCDR

Sometimes an image can help create memory maps. We can read and understand the written directions, but the 'dime may not drop' until we see a visual reference. Hopefully, this simple graph will serve this purpose. Not included are the staff officers who need your report at division and flotilla levels: your Secretary and Publications Officers!

Graph by D. Riley



Flotilla News

Flotilla 72, St. Petersburg Fla.

Flotilla 72 conducted 12 patrols in July. Of these, eight were port security patrols, two were harbor patrols, one patrol was in support of Federal training missions, and the final was a Qualifying Examination mission. In addition to their on-the-water operations, the flotilla remains active in Public Education efforts.

While Rick and Marla Short may not officially hold the office of Flotilla Staff Officer—Publications, between them, they certainly have kept the Intercom interesting with their first hand accounts of events and experiences and their numerous photographs. Last issue, we read Marla Short's account of her first experience with the Gasparilla Boat Parade as a member of the USCG Auxiliary. Her pride and enthusiasm is infectious.

For this issue, we received many wonderful photographs of both the Tampa Parade of Sails and the ongoing efforts of Division 7 members and assets to support the Joint Communications Support Element (JCSE), Central Command, headquartered at MacDill Air Force Base. ✱



Photos: Rick and Marla Short conducted several patrols in July in support of JCSE training missions. Above, in mid July, Amos and Bunny Johnson from Flotilla 79 served as crew. In addition to the Johnsons, Craig Starns, also from Flotilla 79, accompanied them on a JCSE training mission on July 24, 2010. They are pictured on left aboard the Miss Marla with members of the JCSE team preparing to leave dock on July 24, 2010.

Photos by Marla Short





Flotilla News



George Papabeis, FSO-PA 74 just has way too much fun with his camera mounted to the bow of his vessel. The camera is turned towards the crew and is set to take photos every few seconds. Papabeis uses the camera for other purposes as well, such as taking photos during the recent Division 7 Boat Crew training program that ended in June, 2010.

Operations: Coxswains completed eight missions during the month of which three were security patrols, one was a training mission, one was a Qualifying Examination (ATON) mission for Coxswain, one was an Aids to Navigation verification mission to check bridge lights on the Hillsborough River and two were Marine Safety missions to escort the 'Tall Ships in and out of the Port of Tampa.

Roger Sneden successfully passed the Qualifying Examination and is now a coxswain.

Currently Qualified: 11 Crew Persons, four coxswains and five facilities.

Navigation Systems: An ATON mission was completed on July 30th resulting in 17 bridges checked. Two bridges on Garrison Channel and 15 bridges crossing the Hillsborough River north of Tampa were checked.

Communications: We purchased a VHF-FM antenna for our marine radio. The radio has an effective line-of-sight car-top range of five miles. We will continue testing with increased antenna heights.

Recruitment: Fourteen new members have received their A/P numbers. Two new member applications have been mailed, and six new members and six prospective members are being processed.

Flotilla 74, Brandon, Fla.

Christopher Alexander and Jeff Gines were sworn in at the Flotilla Business meeting and Kelly Wade at The Polk County Detachment meeting. On July 24 and 25, 2010, West Marine Brandon, a recruiting effort was conducted.

Training: On September 9, 2010, a mandatory 2010 Operations Workshop will be held at the Flotilla for all Operations personnel.

August 12 to September 2, 2010, the Polk County Detachment conducted an Administrative Procedures Course for new members.

On September 11, 2010, Flotilla 74 Operational personnel will attend the Hazwoper training at Flotilla 79.

Team Coordination Training will be held in Orlando at the District Conference

Administrative Procedures Course for new members will be conducted at the Brandon Flotilla: date to announced.

Sexual Harassment Awareness and Prevention class will be conducted in October.

Public Education: On August 21, 2010, Flotilla 74 conducted an About Boating Safely (ABS) Class with 12 students.

On August 28, 2010, Flotilla 74 presented an ABS class in Lake Wales, Florida.

Other News:

The Polk County Detachment leader, Robert Gibson, suffered a heart attack on August 3, 2010, and on August 5, 2010, underwent bypass surgery at the Brandon Regional Hospital. Mr. Gibson is now at home recovering. Mr. Dale Myers has accepted the assignment of interim detachment leader. ☼



Flotilla News

Flotilla 75, Ruskin, Fla.

Flotilla 75 has new leadership. Joe Gonzalez reluctantly stepped down due to pressing personal demands, and at an interim election this summer, Alma Parrish was elected as the new Flotilla Commander with Guy Mandigo as Flotilla Vice Commander. Congratulations, Alma!

Flotilla 75 members and facilities completed four patrols, two in support of Sector St. Petersburg. The flotilla was also well represented both when the Coast Guard Cutter Eagle entered Tampa Bay on July 10, 2010, and when the Eagle departed two days later.

The flotilla's Boating Skills and Seamanship program is well underway too.

A tropical themed fellowship event is scheduled for October 2nd. It sounds like fun and we will definitely post photos in the next issue of the Intercom. ☼



Above: Flotilla 75 member Oscar Kramer (right) poses with fellow crew member Steve Plass from Flotilla 79 at the opening of the Tampa Parade of Sails on July 10, 2010. The ARC Gloria with its crew astride the ship's rigging is in the background.

Tampa Fire Department's fire vessel Patriot heralds the arrival of the tall ships.

Photos by Ray Stewart



Left: Ted Cohen and William Gaither, along with fellow 75 members Walter Wagner, Ray Stewart (coxswain) and Dottie Riley from Flotilla 79 (not shown) escorted the Coast Guard Cutter Eagle out of Tampa on July 12, 2010. Photo by D. Riley





Flotilla News

Flotilla 78, Pass-a-Grille/St. Pete Beach, Fla.

Commander's Corner

By Brad Marchant, Flotilla Commander

The Flotilla took off the month of August due to a slow-down in activity. Our new members have really 'shown their stuff' by completing several courses and certifications. We also note the efforts made by the Andersons in recent weeks getting crew ready. It's great to see our new members jump right in and take on active roles. I am hoping that we can get a new member out of our current crop of Boating Skills and Seamanship participants.

A happy closing remark: our first canine 'member', Freda Davis (affectionately dubbed Flotilla Staff Officer-Animal Services) recently officially retired from active duty. She now has a 'little sister' who will attempt to take over her workload. She is Eric Davis's brand new service dog who has some pretty big paws to fill! A hardy welcome bark and whistle to our newest furry 'member'. ❀

Escorting the Eagle

By Valerie Fernandes

On July 10th, 2010, Valerie Fernandes crewed on Jim Newman's vessel, the Laylow from Flotilla 7-16. The Laylow is a 45 foot Bayliner in excellent condition that was very suitable for their 10-plus hour patrol. Their mission was to assist in escorting the Coast Guard Cut-

ter Eagle from just south of the Skyway Bridge up to Seddon Channel in Tampa, then back down and around Harbor Island, up the Sparkman Channel to its final dockage near Channelside.

We left the dock behind Jim's home at six a.m. While enroute to their assigned area just below the Skyway, they were told that the Eagle was already south of MacDill awaiting her escorts. As they motored north through the Misner Bridge, the dawn's early light was shining on the Skyway and Tampa Bay. It was a beautiful morning.

The crew of the Laylow, along with several other Auxiliary vessels, took up guard around and behind the Eagle and attempted to keep recreational boats 50 yards away from her. They were joined by several Hillsborough County Sheriff's department vessels and a 25-foot Response Boat from Station St. Petersburg.

With the Patriot, Tampa's new fireboat pumping water in a salute to the Eagle, the vessels headed up cut "C", about 30 minutes behind the tall ship Gloria. ❀

Above: Brad Marchant on patrol. (Date and photographer not provided.)

Left: The Coast Guard Cutter Eagle enters Tampa Bay for the Tampa Parade of Sail on July 10, 2010. Photo by Valerie Fernandes.



Flotilla News

Flotilla 79, Tampa, Fla.

Flotilla 79 accepted an invitation from the South Tampa Home Depot Store (5125 S. Dale Mabry) to participate in their "Hurricane Readiness Expo" on Saturday, August 7, 2010, from 10 AM - 1 PM.

Despite the hot weather, our members have been busy during the second half of the summer, performing Vessel Examinations, presenting a unique Paddlesport Seminar, staffing community events and participating in underway missions like the Parade of Sail. Recently, several Seven-Niners provided drop zone security in Tampa Bay for Joint Communications Support Element (JSCE) parachuters from MacDill Air Force Base.

Over the last three months, eight new members have joined our ranks and we look forward to their enthusiastic participation. These new Seven-Niners bring to us a wealth of diversified experience, including military and Coast Guard backgrounds. ⚓

Home Depot Hurricane Readiness Expo



Captions: Top: Jim Frijouf, Nancy Stuparich and Jack Lohman in front of Frijouf's 1958 Lyman. The restored wood hull vessel is in pristine condition and succeeds in drawing plenty of attention.

Mid page: Flotilla 79 member Glenn LeRoy poses with McGruff the crime dog.

Bottom: Flotilla 79 members Jim Frijouf, Nancy Stuparich and Craig Starns at Home Depot on August 7, 2010. Behind Frijouf are Larry Ivy, Cinda Hitchcock and Tim Teahan.

All photos provided by Glenn Leroy.



James Frijouf, a member of Flotilla 79 photographed the Coast Guard Cutter Eagle both upon its arrival in Tampa on July 10, 2010, and its departure on July 12, 2010. Here, the Eagle makes its way up the channel with the Patriot, the Tampa Fire Department's newest fireboat in the foreground.





Flotilla News

Flotilla 7-16, Gulfport, Fla.

Flotilla 7-16 Program Visitor team complete 280 Marine Dealer visits by mid July and were on pace to reach their goal of 400 visits.

The Vessel Examiner team completed 241 Vessel Safety Checks to by mid July. The flotilla's annual goal is 400.

Two members have been certified as Vessel Examiners and they are: David Ditto and Blaise Harwitt.

Jim Newman's facility Laylow took part in the Tampa Parade of Sail on July 10, 2010. Crew members Jim Newman and Don Rimel along with David Ditto (trainee) spent time underway from 6 a.m. to 4:30 p.m. with members from other flotillas on board that day.

(Note: Information published is from July report as no August report was received.) ☼

Below: Jim Newman aboard the Laylow pays careful attention to recreational boating traffic as the Coast Guard Cutter Eagle enters Seddon Channel.

Photos by Valerie Fernandes, Flotilla 78



Staff Reports and News...

Prevention/Recreational Boating Safety

Section Chief: Steve Plass

The Prevention Department includes Public Education (PE), Program Visitor (PV), Vessel Examinations (VE) and Marine Safety (MS).

Prevention Section Division Staff Officers are:

Steve Plass, SO-PE, Glenn Dobos, SO-PV, Richard Bailey, SO-VE, and Robert Starns, SO-MS

PE: Division 7's regularly scheduled Boating Skills and Seamanship (BS&S) and About Boating Safely (ABS) programs are continuing with small, but steady enrollment. Some flotillas have suspended PE programs for the summer because a large number of instructors have left the area until fall.

A Spanish language ABS program is scheduled for October 23 at Flotilla 79. Spanish language instructors are being lined up.

Tim Teahan updated the Florida Boating Law quiz to

give it a better appearance for the BS&S program.

PV: 195 Program Visits were completed during the most recent report period. A PV blitz is planned for fall.

VE: Most Flotillas are on track or ahead of plan for 2010 Vessel Safety Check (VSC) targets.

MS: Met with various agencies to explore opportunities for USCG Auxiliary to participate in clean-up activities. ☼

Navigation Systems– Marvin Bayles

An Aid Verifier Certification Program is scheduled for Saturday, September 11, 2010 at the Clearwater Air Station (room to be determined) from 9 a.m. to approximately 3 p.m. Lunch will be available at the air station gallery. Uniform is ODU or Tropical Blue Long.

Attendance at this program is one of the major criteria for obtaining Aid Verifier certification. The complete list of requirements is contained in the document. Image below left.)

C.G.Auxiliary – District 7

AID VERIFIER QUALIFICATION REQUIREMENTS

1 January 2009

An Auxiliarist who wishes to qualify as an Aid Verifier must successfully complete the following tasks:

| | REQUIREMENT TASK | APPROVAL BY |
|---|--|------------------------|
| 1 | Attend Aids Verifier Qualification Program conducted by the ADSO-NS | ADSO-NS |
| 2 | Must have successfully completed Auxiliary Basic Qualification training including the <i>Boating Skills and Seamanship (BS&S) Course</i> , or the <i>Boating Safely Course</i> , or <i>America's Boating Course</i> , or equivalent <i>USPS Boating Safety course</i> . | FSO-NS |
| 3 | Must have a good working understanding of the aids to navigation ("Your Highway Signs") and the "Inland Boating" BS&S lessons describing aids to navigation basics (characteristics, shapes, colors, etc.) and usage of charts, or equivalent material. | FSO-NS |
| 4 | Attend the annual Operations Workshop | AUXDATA, FSO-NS |
| 5 | Participate as a trainee with a Qualified Aid Verifier on aid verification patrols (or multi-mission safety patrols) <u>at night</u> , where s/he will complete at least one Bridge and one PATON annual Night Verification Report form. (This may be a re-check of a Bridge or PATON that has already been reported on in that year.) | FSO-NS, SO-NS, ADSO-NS |
| 6 | Complete 8-hour TCT (Team Coordination Training) before certification. | AUXDATA, FSO-NS |
| 7 | Complete both Incident Command System (ICS) 100 & 700 courses before certification | AUXDATA, FSO-NS |

Auxiliarists holding current Aid Verifier certification who wish to refresh their training are welcome. ☼



Communications (CS) – Terry Affeld, SO-CS

Tampa Radio 1 held radio guard for the patrol vessels that participated in the Tampa Parade of Sails with Craig Starns providing not only communications support, but also information about spectator traffic in various areas. This was due to a port web cam that Starns was monitoring in real time on his laptop in the radio room. Email me for the web address.

I am currently working on an updated Communications Guide that should answer any question relating to Patrol Vessel Communications or Radio Watchstanding Procedures, Qualifications, etc., to replace the old one. I am hoping to get it printed and distributed by the next Division Meeting. ☼





Staff Reports and News...

New Brochure Center

Ordering brochures and posters for Public Education classes has just become more user -friendly. The frustration of hoping that a certain brochure will meet your class needs has been eliminated. Instructors can now examine the contents of all PE Brochures and posters on the E-Library.

The screen shots may also be enlarged so that the contents may be previewed prior to ordering. As brochures and posters become available, the E-Department will update the site.

Visit the new Brochure Center. [Posted: Nov 19, 2009. Source: Anne Lockwood, DIR-E]

Visit the web site at <http://www.cgauxed.org/elib/brochures/brochures.html>

New On the Water Manual

The On Water Training Manual (OWT) has been updated. The updates include new cross-references of tasks to the courses now being used:

About Boating Safely, second edition; Boating Skills & Seamanship, 13th edition; and Sailing Skills & Seamanship, 6th edition. Other changes are minor, i.e., new job titles. The new Manual is available on the E-Library. [Posted: Nov 16, 2009. Source: Anne R.Lockwood, DIR-E]

The web site is: <http://cgauxed.org/owt.htm> ✻

Sector St. Petersburg Welcomes New Commander

Text adapted from USCG Sector St. Petersburg News Release



ST. PETERSBURG, Fla. - Lt. Jerry Durham, Coast Guard Sector St. Petersburg chaplain, Capt. Timothy M. Close, Rear Adm. Bill Baumgartner, Seventh District Commander, Capt. Sheryl L. Dickinson and Master Chief Petty Officer Louis Rapaport, Command Master Chief Sector St. Petersburg render honors during the national anthem in a change of command ceremony, July, 2, 2010. U.S. Coast Guard photo by Petty Officer 3rd Class Tara Molle

ST. PETERSBURG, Fla. – A change-of-command ceremony was held for the commander of Coast Guard Sector St. Petersburg, at 10 a.m. Friday, July 2, 2010, at Mahaffey Theater in St. Petersburg.

Coast Guard Capt. Timothy M. Close, Sector St. Petersburg Commander, relinquished command to Capt. Sheryl L. Dickinson during a time-honored military tradition that formally transfers command.

Amos Johnson, Division Commander and other members of Division 7 attended the ceremony to wish Close farewell and to welcome Dickinson.

Prior to this assignment, Dickinson served as the senior legal advisor from 2007 to 2009 for Joint Interagency Task Force South in Key West, a Department of Defense command conducting counter-narcotics operations. From 2004 to 2007, Dickinson served as Prevention Department Head and Director of the Passenger Vessel Control Verification School at Sector Miami, where she directed over 200 members in maritime safety, security and environmental protection missions for 165 miles of coastline and five commercial ports, including the world's two largest cruise ship ports.

Dickinson, a native of Smithtown, New York and graduate of the U.S. Merchant Marine Academy, holds a J.D. from Loyola University School of Law, an M.P.A., and L.L.M from George Washington University, and a master's in strategic studies from the Marine Corps War College. Dickinson's military awards include the Joint Meritorious Service Medal, three Meritorious Service Medals, two Coast Guard Commendation Medals, and two Coast Guard Achievement Medals.

She assumed the responsibilities and authorities of Captain of the Port, Search-and-Rescue Mission Coordinator, Federal Maritime Security Coordinator, Officer in Charge of Marine Inspection and Federal On-Scene Coordinator.

Coast Guard Sector St. Petersburg personnel are responsible for all aspects of safety, security and stewardship of the marine environment along the west coast of Florida. ✻

Member News...

The Tall Ships Come to Tampa Bay: A Personal Account

Submitted by John Robbins, Flotilla 74



The Kamstar from Flotilla 74 escorts the Columbian tall ship Gloria during the Tampa Bay Tall Ships Parade of Sail on July 9, 2010. Aboard the Kamstar are Ken Morningstar, coxswain, Richard "Beetle" Bailey and August Miller, crew. Photo by John Robbins

Saturday, July 10, 2010 was a busy day for the Division 7, United States Coast Guard Auxiliary in Tampa Bay. The Tall Ships arrived and paraded the channels of Gadsden Point, Cuts C and D, and finally Seddon and Sparkman to their final destinations at the Tampa waterfront.

Having just completed my Boat Crew training, I was looking forward to joining Ken Morningstar on his patrol to keep recreational boats away from the ships during their passage. My wife was going to have to work on Saturday, so she didn't mind me taking off for the day. At the last minute, however, her plans changed and she really wanted to take our boat out so she could see the tall ships as well. She had given me up for nine Saturdays and twelve Thursday nights while I earned my Boat Crew qualification and we had missed many chances to take our sailboat out, so I really owed her this one. I called Morningstar who said he had enough crew to handle the patrol, so we loaded up the catamaran and headed out.

As soon as we cleared the channel out of Apollo Beach, we could see the Coast Guard Cutter Eagle out towards

St. Pete. She had her stern towards us and appeared to be dead in the water, but I could not see any of the other ships. I put our handheld VHF on the correct channel to monitor Tampa Radio One and Cliff Martin, Division 7 Staff Officer-Operations, as he directed activities. It was easy to recognize the voices of other people I had worked with during Boat Crew training; members like Kathleen Heide and Betty Hagan. In addition to the patrol boats that identified themselves by their Auxiliary numbers, I also heard several other boats I knew had Auxiliary personnel on board. Miss Marla, owned by Rick Short from Flotilla 72, was taking people out to board the Eagle and Gulf Lady from Flotilla 75 assisted.

When I heard Morningstar call in his position next to buoys 15 and 16, I turned in that direction. In a few minutes, we spotted the Gloria headed south in Cut C. We passed Morningstar and continued toward the Gloria, being sure to mind the restrictions that Station St. Pete had broadcast over the radio. We got some great photos of the Gloria as she passed, then we turned to follow her. My boat comfortably does only six knots under power alone and there was no wind, so the Gloria rapidly outpaced us. About the time we got to Morning-





star's boat, he sped off to follow the Gloria and escort her toward the Eagle for the parade.

I heard on the VHF that the Capitan Miranda, the third tall ship, was still outside the Sunshine Skyway and would not arrive in time to join the two other ships. After a few minutes, the Gloria made a 180 degree turn and headed back toward Tampa with Morningstar and his crew as escort. We stayed in the area until the Eagle also went by us and got more great photos. Since we couldn't keep up with the parade, we turned for home knowing that the Coast Guard Auxiliary boats were on patrol and would keep everything in order. ☼



John Robbins ' beautiful shot of the USCG Barque Eagle

Tim Teahan Earns RBS Device

Article and photo by Al Escorihuela, DVC-MD

On June 21, 2010, at the Flotilla 79 meeting in Tampa, Amos Johnson, Division Commander 7, presented Tim Teahan, Flotilla 79 the Auxiliary Recreational Boating Safety (RBS) Device Award. Teahan is a very active member of the Auxiliary, not only as Flotilla Commander but also in many other activities. His efforts and hard work are recognized with one of the Auxiliary's awards that take longer to earn than most: it takes two years and multiple activities to accumulate enough points to earn this device. The RBS Device Award recognizes the extraordinary effort of Auxiliarists who consistently provide strong support to RBS programs. Eligibility requires significant RBS program activity over a minimum period of two years as follows:

- a. Compilation of 120 points per year for two consecutive years (for a total of 240). Hours for prescribed mission codes are reported on the Mission Activity Report (ANSC-7030) form. Vessel Safety Checks (VSC) and vessel facility inspections are reported on the Vessel Examinations Activity Report (ANSC-7038). RBS Program Visits are reported on the RBS Visitation Report (ANSC-7046).
- b. Public Education: Hours recorded using any mission code 14.
- c. Public Affairs: Activities promoting RBS in the following areas, 1 point-per-hour limited to actual mission hours.
- d. Vessel Safety Checks and Vessel Facility Inspections:



Based on the number of VSCs and/or vessel facility inspections.

e. RBS Program Visitation: Based on the number of RBS Program Visits.

f. Legislative Outreach: Hours recorded as Federal/State Legislative Outreach or Government Affairs work, mission codes 65A or 65B.

g. State RBS Outreach: Hours recorded in meetings with a state BLA or state BLA staff, mission code 65C.

Congratulations to Tim Teahan for all of his hard work! ☼

Member News...

Boat Crew Training

Story and photos by Tim Manning, Flotilla 79

The Get-go:

The April 2010 Boat Crew training class got underway with a large number of Division Seven participants. Auxiliary members who gathered at the Flotilla Seven Nine building on West Gandy Boulevard brought equal shares of anticipation and enthusiasm with them.

Division Seven Operations Officer Cliff Martin (and Flotilla Staff Officer-Member Training – remember, Cliff wears multiple hats) welcomed the members and offered a preview of what the next twelve weeks of training would require. From the very beginning, he stressed the seriousness of the program with emphasis on the hazards to be avoided, the expectation of our participation and of learning new skills, and the need for safety in the program right from the get-go.

Tim Manning had mixed emotions on that first evening. Manning is a four-year veteran of the U.S. Coast Guard who proudly served some four-decades-ago. He also spent a long part of his life on the water. Manning kicked around on a variety of boats and ships since about the age of five and admits that he began this training with a little bit of an 'attitude'. Manning has logged nearly a quarter-million miles on the ocean; was certified as a rescue boat Coxswain as a Boatswain Mate Third class; operated a small group of rescue vessels while a member of the Newport, R.I. Fire Department for 25 years; I sailed, motored, canoed, and swam in more places than he could remember- and they (the Auxiliary) wanted to retrain me?

Well, Manning reasoned, there could be a bit of 'rust on the gears' and maybe there were some changes in navigation rules that he might not be quite up on. And just maybe, the Coast Guard Auxiliary does things a little differently than they did in the active Coast Guard forty-plus years ago.

To be totally honest, Manning admitted to rightfully concluding that his attitude needed an adjustment in order for him to get over the, "What? You really think I need to be re-trained to be boat crew...?" hang up. He was helped in arriving at this conclusion by Cliff Martin, Tim Teahan, Burnie Wilhelm, and others - all of whom explained that his butt was staying on dry land if he did not go through Boat Crew Training. Manning had no choice but to acquiesce.



John Sanchez, a fellow trainee and member of FL 74, practices weighing the anchor.

Class time:

The Seven Nine building was abuzz that first evening. Participants represented male and female and bridged all the ages and experience levels, and yet all were united by one purpose - to learn it the Auxiliary way.

Welcomed by Martin, Division 7 Staff Officer – Operations, the first night detailed what the course would include, the equipment needed (some to purchase), and administrative direction. Instructors, boat coxswains, mentors, and other support people were introduced and we got started.

The course syllabus called for classroom training on Thursday nights, and after the third session, to be followed with consecutive Saturday on-the-water training days. This method was solid educational theory: classroom and skills instruction one night; practical put-it-to-use training on the water two days later.

The classroom topics included Operational Procedures, Survival Equipment, Boat Crew duties, Vessel Stability and Watch Standing. Then, just when the Trainees thought their plate was full, they threw in Communications, Aids to Navigation & Rules of the Road, Fire-fighting & First Aid, Night Piloting & Navigation, Towing, Man Overboard and... don't forget how to tie a bowline (amongst other knots). Just for good measure, they threw in a last minute eight-hour Team Coordination Training session. (This course is actually required to complete Boat Crew Training.)

For Manning, the most enjoyable part was the on water training. Finally afloat is where he had wanted to be for some time! The weather was good, the numerous Auxiliary facilities were great with their smiling, and most willing crews who graciously did their best to get them





Burnie Wilhelm delivers the "Rules of the Road" (Navigation) portion of the boat crew training program.

all ready for the upcoming Qualifying Examination (QE) day. They towed, they retrieved a "man" overboard, they piloted, they communicated, they tied bowlines and donned survival suits, they sweated in the heat and ate lunches together, they... well, they did it all over and over again. The old adage, "practice makes perfect" still holds true, even today.

Manning noted how in the beginning of training, the schedule appeared to go on forever. Once they got started, however, time just seemed to fly by. The Division Seven picnic and Memorial Day holiday couldn't interfere with the now 'full-speed-ahead' class attitude of the Trainees. All of them agreed to continue training instead of taking holiday breaks. (One couple from Flotilla 79 did manage to squeeze in a wedding somewhere along the line. Congrats!)

Thursdays and Saturday paced by and before they knew it, it was only two weeks before the QE. Review work was the mission at this point. What did they cover? What were their weaknesses? What did they miss- anything?

To their credit, all of the instructors, coxswains, mentors, and staff did one heck of a job. They stayed on track and hit all of the course objectives. Under Martin's watchful eye and with lots of help from his most able staff, the whole program ran smoothly.

Pulling off a training on this scale was a huge task that can only be described as 'Herculean'. Manning fully recognized the dedication of all the

people involved and applauds their time and efforts. By the end of the program, he had become fully cognizant of the need for as well as the importance of this 'retraining'.

Finally, on June 19, 2010, QE day came and went. Stormy weather on this Saturday threatened but would not deter the finale. Qualifying Examiners sat and grilled the Trainees one and two at a time. Boat crews launched and came under the QE's scrutiny, and all of them succeeded in attaining their goal: Boat Crew Qualified.

One of the Qualifying Examiners was heard to declare that this was one of the best prepared classes of trainee's that he'd ever seen, truly a testament to the Division Seven personnel that pulled this all together.

The bottom line:

No matter how you cut it, it all makes you proud. Many members are veterans, many are not... But they shared a common thread: dedication to what they were doing and maintaining a high level of volunteer spirit directed at supporting the missions of the United States Coast Guard.

Manning, for one, enjoyed the time and the 'refresher'. He came away knowing how the Auxiliary wanted it done (with an emphasis on safety) and a renewed respect for his fellow U.S. Coast Guard Auxiliary compatriots.

The fruits of his labor: on July 10th Manning received his first official assignment to crew aboard an Auxiliary facility during the Tampa Parade of Sails. Manning said it was marvelous! 🌟



Tim Manning on his first patrol as a crewmember of the Lucky Dog from Flotilla 79: escorting the Barque Eagle, the ARC Gloria and the ROU Capitan Miranda into Tampa Bay on July 10, 2010. The ARC Gloria is in the background.

News and Articles by Members...

Division New Member Orientation Proves Both Successful and Fun!



Part of the Division-wide New Member Orientation sponsored by Flotilla 79 on August 21 included a familiarization tour on an Auxiliary facility, the Miss Marla. Rick Short, coxswain, Flotilla 72 (on the radio) along with crewmen Bob Hill, Flotilla 11-3 (far left) and John Sanchez, Flotilla 74 (on stern) prepare to get underway with, from left, new member Crista Berger from Flotilla 7-16, (behind Short) and new members Dan LaRusso, Ben Sullivan, Bill Vallecorsa, Barry Giacobbe and Nancy Stuparich from Flotilla 79. A quickly approaching storm scrubbed the familiarization tour but the day proved to be fun anyway! Photo by Tim Teahan

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News from the National Conference



Commodore Donald L. Frasch, currently Commodore of District Seven, has been elected Deputy National Commodore Operations and & Atlantic Area East. He is pictured here at the National Conference in Scottsdale, Arizona with his wife, Sandy, CWO Ursula Walther, USCG, Seventh District Auxiliary Operations Training Officer, and CDR Donald L. Winfield, USCG, Director of Auxiliary District 7 on August 27, 2010. Photo by Christopher Todd, ADSO-PA-SP D7



District 7 **Breeze** earned First Place in the Public Affairs, Publications contest for district level newsletters for the second consecutive year. Dottie Riley, editor of the Intercom is also the editor of the Breeze.

Riley credits the outstanding D7 Publications team for the award. The team consists of James Dennen, DDC-L D7, content editor, Karen Miller, ADSO-PB-W, Gary Barth, ADSO-PB-E and Sue Carty, ADSO-PB-N for their commitment to making the Breeze an award winning Auxiliary publication.

News and Articles by Members...

LHR or LHC - Which do you use?

By Howard Friedman, From the February 2009 issue of *Up Top in Operations*, USCG Auxiliary Newsletter of the Operations Department

"Hey Joe, toss the line next to you on the dock". "Hey Larry, grab that line over there". The above are examples of what I refer to as Line Handling Requests (LHR). LHR are used commonly, if not always, by recreational boaters. Some of you might be saying, "So what's wrong with them? I use them all of the time and they work." The truth be told, so do I. They work because recreational boaters, for the most part, are on the same boat with their same friends. Under those conditions, the boaters probably wouldn't even have to say a word and would successfully accomplish such tasks as, tying up to, or leaving a dock with just those simple non-specific commands. On the other hand, the USCG uses standard Line Handling Commands (LHC). These commands can be found in COMDNTINST M3520.2a The Coast Guard's choice (LHC vs. LHR) is dictated by the fact that "procedural uniformity" is absolutely necessary when seamen serve on different vessels (from 23 foot utility boats to 300 foot cutters) and under different commanders. Under those conditions, being on the "same page" is not a luxury, it's a necessity.

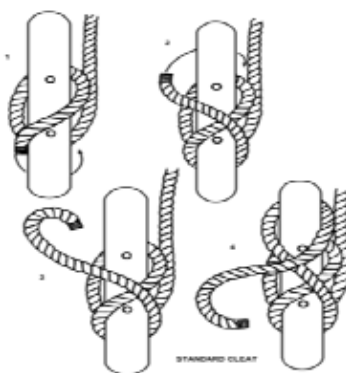
Okay, so if recreational LHR (requests) do the job, why should Auxiliarists use LHC (commands)? When on patrol, we are under the orders of the USCG. We wear their uniform. In addition, we are seen by the public as the USCG. This means that everything we do reflects on the USCG. While on patrol, the USCG often maintains our radio guard. Therefore, even though we are not on their facilities, we are continually communicating with them, and we use their comms procedures. It also makes sense that we attempt to use as many of their other uniform procedures as possible. After all, it is possible that at times we may be granted the opportunity to serve on one of their vessels. Or, it's possible that they may need to place one of their seamen on our facilities. Under those scenarios, it would be far more efficient to be talking the same language. To that end, I have added to my Pre-Underway Checklist a reminder to my crew that, although we are essentially recreational boaters, we will be using USCG procedures while on patrol. Here is a



recap of that terminology.

LINE NUMBERS - The same as for alongside towing: Line 1 - Attaches to bow cleat Line 2 - Attaches to the cleat aft of the bow line Line 3 - Attaches to the cleat forward of stern cleat Line 4 - Attaches to the stern cleat. On our typically smaller facilities, when tying up temporarily to a dock, we may use only lines 1 and 4.

The Commands and the Resultant Actions.

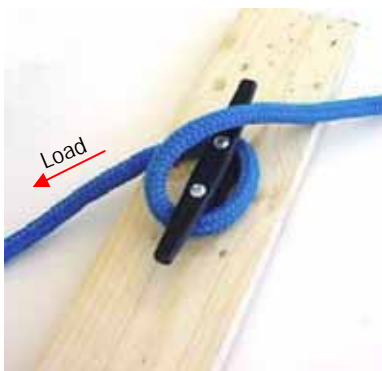


TYING UP AT A DOCK: Command - PUT OVER/PASS (line number) Action - Boat crewman tosses line to dock crewman with enough slack to tie off to the cleat/bollard on the dock.

Command - HOLD (line number) Action - Dock crewman takes one Round Turn over the cleat and holds line.

Command - CHECK (line number) Action - Dock crewman holds heavy tension on the line but will render it as necessary to prevent parting the line.

Command - SLACK (line number) Action - Take all tension off the line and let it hang slack. Command - EASE (line number) Action - Let line out until it is under is less tension, but not slack.



Command - MAKE (line number) Res. Act. - One Round Turn, and a Figure Eight, on the cleat. From the Boat Crew Seamanship Manual (M16114.5c) finish up securing the line by adding 2 more figure 8's if possible. Mid page image is Figure 7-39 from that manual with just the initial figure 8.

LEAVING A DOCK:

Command - SINGLE UP (line number) Res. Act. - Dock crewman undoes any half hitches figure eights and leaves

one Round Turn.

Command - CAST OFF (line number) Res. Act. - Dock crewman takes the Round Turn off of the cleat and replies "(line number) CLEAR".





Division 7 at the Tampa Boat Show

Dear Fellow Division Seven Members,

Every September, the National Marine Manufacturers Association sponsors one of the nation's biggest boat shows right in our backyard. This year's Tampa Boat Show is September 10-12, at the Tampa Convention Center and I urge all of our 300-plus Division 7 Auxiliarists from Ruskin to Pass-a-Grille to lend a hand in staffing the Auxiliary booth at the show.

Division Staff Officers Ron Matz and Tim Teahan have worked hard to organize our involvement, which incidentally, required a significant financial outlay this year, and we want to make the most of our investment. I ask every division member from every flotilla to pick up some of the load for this outreach effort. I am certain you will enjoy the experience!

While always a challenge to organize boat show coverage, the timing of this year's show poses a unique obstacle: on Saturday, September 11, the Division holds its annual HAZWOPER Awareness Training, which is also the busiest day at the boat show. For Division members not attending the training, please commit to standing a watch at the boat show.

The goal of our involvement at the Tampa Boat Show is two-fold: to share the booth staffing effort among all flotillas *and* to promote all programs including boating safety courses, vessel inspections and new member recruitment for each that a bit of extra effort by all will help to share load and overcome the September 11 schedule issue, achieve our goals and allow every flotilla to reap the benefits of our boat show involvement.

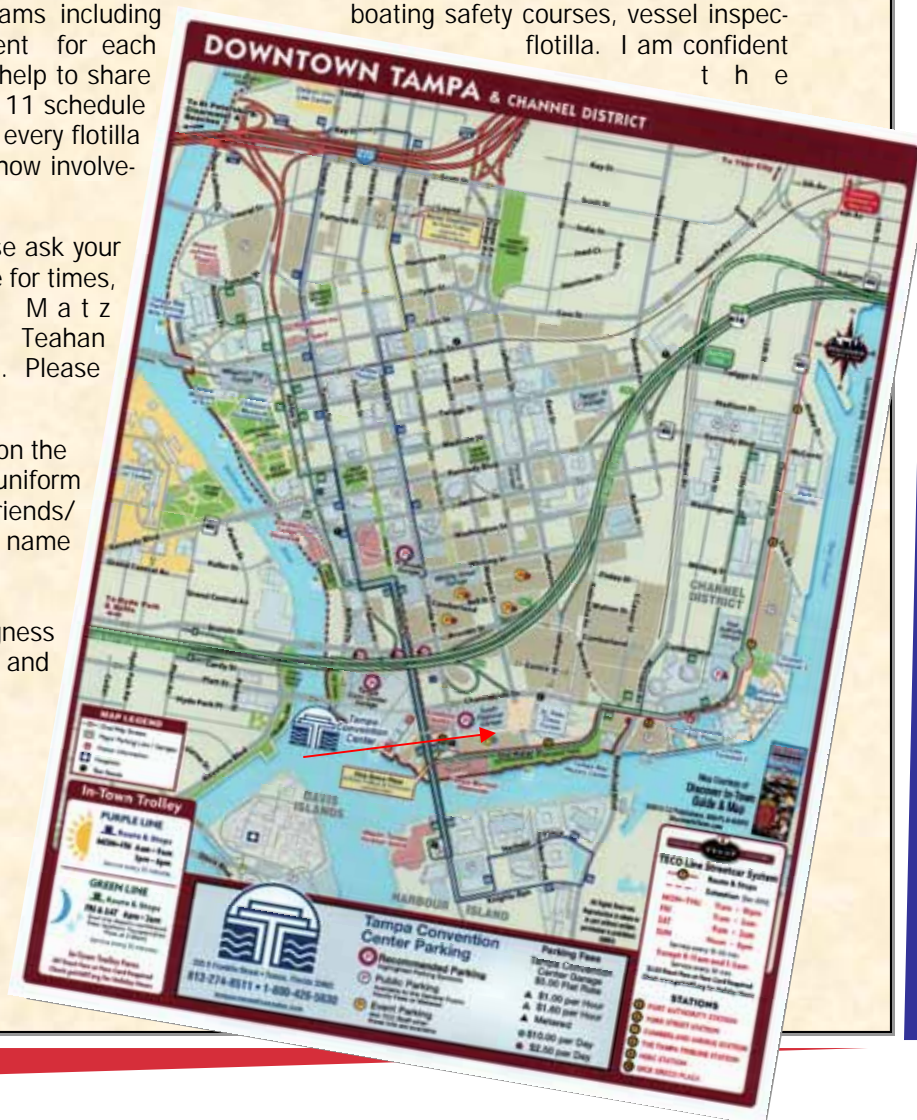
To stand a boat show watch, please ask your FC or FSO-PA for a copy of the table for times, then e-mail Ron Matz (uscgauxfl74@aol.com) or Tim Teahan (timteahan@verizon.net) to sign up. Please do so by Monday, September 6.

Please note important information on the schedule regarding watch times, uniform wear, parking, admission for friends/family and where to pick up a name badge.

Thanks in advance for your willingness to help in this Division-wide effort – and I'll see you at the show!

Respectfully,

Amos Johnson,
CMDR Division 7
USCGAUX



News and Articles...

Drowning Doesn't Look Like Drowning

By Mario Vittone

The new captain jumped from the cockpit, fully dressed, and sprinted through the water. A former lifeguard, he kept his eyes on his victim as he headed straight for the owners who were swimming between their anchored sportfisher and the beach. "I think he thinks you're drowning," the husband said to his wife. They had been splashing each other and she had screamed but now they were just standing, neck-deep on the sand bar. "We're fine, what is he doing?" she asked, a little annoyed. "We're fine!" the husband yelled, waving him off, but his captain kept swimming hard. "Move!" he barked as he sprinted between the stunned owners. Directly behind them, not ten feet away, their nine-year-old daughter was drowning. Safely above the surface in the arms of the captain, she burst into tears, "Daddy!"

How did this captain know – from fifty feet away – what the father couldn't recognize from just ten? Drowning is not the violent, splashing, call for help that most people expect. The captain was trained to recognize drowning by experts and years of experience. The father, on the other hand, had learned what drowning looks like by watching television. If you spend time on or near the water (hint: that's all of us) then you should make sure that you and your crew knows what to look for whenever people enter the water. Until she cried a tearful, "Daddy," she hadn't made a sound. As a former Coast Guard rescue swimmer, I wasn't surprised at all by this story. Drowning is almost always a deceptively quiet event. The waving, splashing, and yelling that dramatic conditioning (television) prepares us to look for, is rarely seen in real life.

The Instinctive Drowning Response – so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect. There is very little splashing, no waving, and no yelling or calls for help of any kind. To get an idea of just how quiet and undramatic from the surface drowning can be, consider this: It is the number two cause of accidental death in children, age 15 and under (just behind vehicle accidents) – of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In ten percent of those drownings, the adult will actually watch them do it, having no idea it is happening (source: CDC). Drowning does not look like drowning – Dr. Pia, in an article in the Coast Guard's On Scene Magazine, described the instinctive drowning response like this:

1. Except in rare circumstances, drowning people are physiologically unable to call out for help. The respiratory system was designed for breathing. Speech is the

secondary or overlaid function. Breathing must be fulfilled, before speech occurs.

2. Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people are not above the surface of the water long enough for them to exhale, inhale, and call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their mouths start to sink below the surface of the water.

3. Drowning people cannot wave for help. Nature instinctively forces them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water, permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.

4. Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment.

5. From beginning to end of the Instinctive Drowning Response people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs.

(Source: On Scene Magazine: Fall 2006 (page 14))

This doesn't mean that a person that is yelling for help and thrashing isn't in real trouble – they are experiencing aquatic distress. Not always present before the instinctive drowning response, aquatic distress doesn't last long – but unlike true drowning, these victims can still assist in their own rescue. They can grab lifelines, throw rings, etc.

Look for these other signs of drowning when persons are in the water:

- Head low in the water, mouth at water level
- Head tilted back with mouth open
- Eyes glassy and empty, unable to focus
- Eyes closed
- Hair over forehead or eyes
- Not using legs – Vertical
- Hyperventilating or gasping
- Trying to swim in a particular direction but not making





headway

- Trying to roll over on the back
- Ladder climb, rarely out of the water.

So if a crew member falls overboard and everything looks OK – don't be too sure. Sometimes the most common indication that someone is drowning is that they don't look like they're drowning. They may just look like they are treading water and looking up at the deck. One way to be sure? Ask them, "Are you alright?" If they can answer at all – they probably are. If they return a blank stare, you may have less than 30

seconds to get to them. And parents – children playing in the water make noise. When they get quiet, you get to them and find out why. ❁

About the Author

Mario Vittone has nineteen years of combined military service in the U.S. Navy and Coast Guard. His writing on maritime safety has appeared in *Yachting*, *Salt Water Sportsman*, *On Scene*, *Lifelines*, and at the Naval Safety Center's Online Resource Site. He has also written for *Reader's Digest* magazine. He has lectured extensively on topics ranging from leadership and innovation to sea survival and immersion hypothermia.

Mario worked as an Aviation Survival Technician and helicopter rescue swimmer for the U.S. Coast Guard in New Orleans, LA and Elizabeth City, NC, flying on hundreds of search and rescue cases. He is currently working as a Marine Safety Specialist with Coast Guard Sector Hampton Roads in Norfolk, VA.

*(*Published in the August edition of the Altoona Log, FL 22, Billy Ferguson, editor. Reprint permission received from the author, Mario Vittone)*

Texting While Operating a USCG Facility

ALCOAST 382/10
COMDTNOTE 16000

Subject: Boat forces cell phone/texting device policy a. U.S. Coast Guard Boat Operations

And Training (boat) Manual Volume i, COMDTINST m16114.32(series).

1. Purpose: The purpose of this message is to provide boat forces units guidance on the use of cell phones and texting devices while underway.
2. Background: Cell phones, iphones, and PDAs, such as TREO devices, have become a common commodity in everyday life. Most Coast Guard members have them and, as such, an expectation of constant communication has developed. However, it is apparent that these devices can easily become a distraction during the conduct of operations.
3. Action: The use of cell phones/texting devices and phone applications aboard boat forces assets is not authorized without the permission of the coxswain. At no time will the operator of the boat use a cell phone or texting device.
4. This policy will be included in the next revision of ref a.
5. A copy of this message shall be maintained in the front of ref a.
6. POC- Lt. Will Schrade, CG-7311, at (202) 372-2472 or william.a.schrade@uscg.mil.
7. Released by RDML Vince Atkins, Assistant Commandant for Capability.



Tampa Parade of Sails: Photographs by Our Members

Our members took so many great photographs of the Coast Guard Cutter Eagle, the ARC Gloria and the ROU Capitan Miranda when the tall ships arrived in Tampa on July 10, 2010 that we must share them. Division 7 has some great photographers!



This page:

Top: The ROU Capitan Miranda. Photo by Dottie Riley

Below left: The Bayou Belle from FL 75 along side the ARC Gloria. Photo by Jim Frijouf, FL 79

Below right: The Eagle enters Tampa.
Photo by Betty Hagan FL 79

Images on page 23:

Burnie Wilhelm and Amos Johnson cast off the lines as the Eagle prepares to leave port on July 12th. Photo by Bunny Johnson, FL 79

Mid page, left: Rick Short and David Langdon, FL 72. Photo by Marla Short FL 72

Bottom left: The Eagle enters the Port of Tampa
Photo by D. Riley FL 79

Top right: ARC Gloria By T. Manning, FL 79

Mid right: Miss Marla from FL 72 ferries passenger to the Eagle which included Capt. Sheryl L. Dickinson, USCG, Commander, Sector St. Petersburg.
Photo by Walt Wagner, FL 75

Bottom right: The Jobe from FL 79 is dwarfed by the Eagle as it leaves Tampa on July 12, 2010
Photo by Jim Frijouf FL 79





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



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E-mail: SO-PB@cgauxdiv7-7.org



More Tampa Parade of Sail Photos

Left: The ARC Gloria.

Right: Larry Neu, Cliff Martin and Tim Teahan aboard the
Omni, from FL 79. Photos by Ray Stewart, FL 75



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 when the photo was taken, who and what (event) is depicted in the photograph, and the name of the person who took the picture.

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