



# WET GAZETTE



Department of Homeland Security  
USCG Auxiliary  
Flotilla 11-10  
Dunedin, Florida

Rob Bonnem, Commander  
Gordon Thomas, Vice Commander  
Kristi Mackey, Immediate Past Commander  
Ron Shebanek, Publications Officer

## Change of Watch Commander's Corner



### Outgoing Flotilla Commander Kristi Mackey

Hello Shipmates, as my last time to share my thoughts to everyone, I have to say how honored I have been to be your Flotilla Commander for the past two years. Hands down, we have the best flotilla in District Seven. It was a real challenge to go from such an active 2019 to a lock down in 2020. I am so proud of the flotilla and how supportive you were for both Rob and me. Our Staff Officers for the past two years have also been outstanding. You all stepped up and made things happen to make us shine bright for the division. I want to personally thank you for a job well done.

As we enter a promising new 2021 year, I'd like to ask you to continue your support for the new bridge and staff officers. I'm very excited of the possibilities for the next two years and plan to remain active in the flotilla myself. We may need to be patient as we work through the next few months while the vaccine is released, but you have our promises that we will get back on the water, in the classroom and most of all back in the community.

My prayers go out to you and your families for a healthy, safe, and bright 2021.

***BE STRONG, STAY SAFE AND KEEP POSITIVE***



## Incoming Flotilla Commander Rob Bonnem

Reminiscing around the year's end is a pleasant, yet reflective, activity. One must have time to devote to flipping through photos, remembering the "good old days" (pre COVID -19) and reminding friends and fellow shipmates of the funny, scary, frustrating and galvanizing moments we have experienced together.

What we were able to accomplish as a flotilla, under Kristi's leadership, has been one of the highlights of the past two years. Our membership had a groundbreaking year in 2020, creating and implementing workarounds and new ways to accomplish roles and tasks. Within the flotilla we see true "can do" at work daily. Whether it is zoom trainings or meetings, doing vessel exams (VE)s or duty assignments at Air Station Clearwater, we figured out ways to get it done. Bravo Zulu (BZ) 11-10. Such an outstanding group of individuals.

I am proud to be the new Flotilla Commander of 11-10. Let us keep up the great work and strive to do even better in 2021.

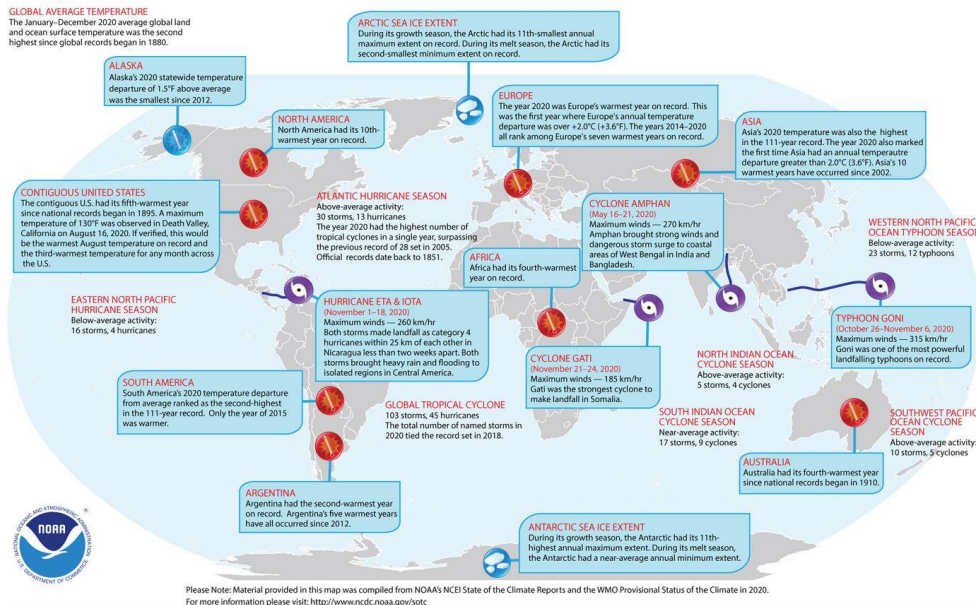


*Kristi Mackey and Rob Bonnem, photo by Walter Murray*

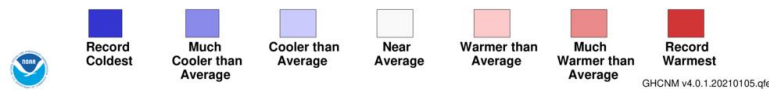
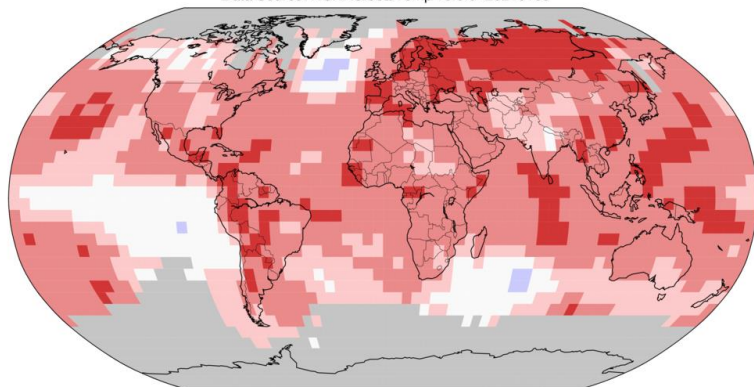
# 2020 was the Second Warmest Year on Record for the Globe

The globally averaged temperature departure from average over land and ocean surfaces for 2020 was the second highest since record keeping began in 1880, according to NOAA scientists. December's combined global land and ocean surface temperature departure from average for 2020 was the eighth highest in the 141-year record.

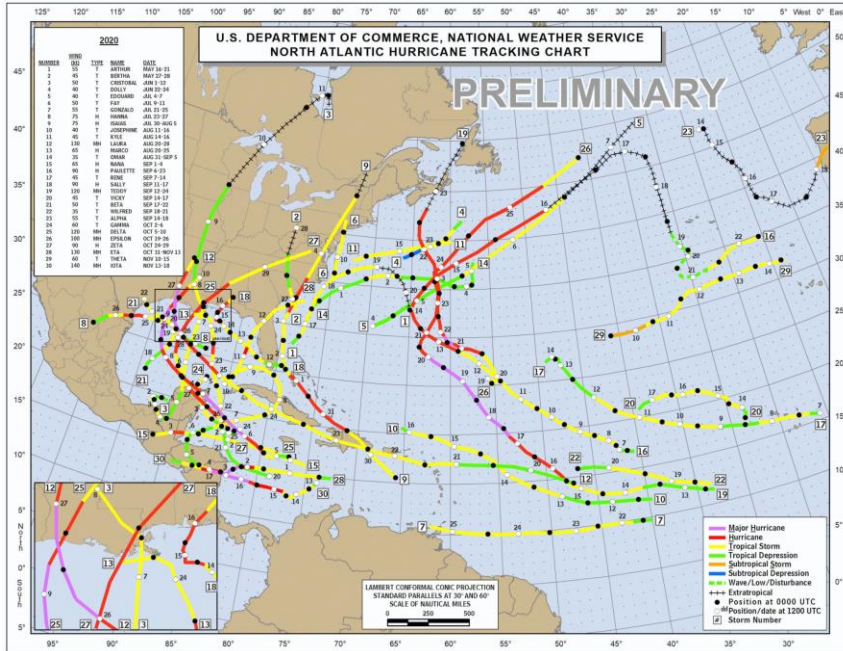
## Selected Significant Climate Anomalies and Events in 2020



Land & Ocean Temperature Percentiles Jan–Dec 2020  
NOAA's National Centers for Environmental Information  
Data Source: NOAAGlobalTemp v5.0.0-20210106



In 2020, we had had 30 named storms including 13 hurricanes with six major hurricanes. Initial predictions for the 2021 season are also for a more active than normal season.



Native Americans called these destructive storms hurakons, after “a great spirit who commanded the east wind.” Spanish explorers adopted the word and then began giving hurricanes the names of patron saints on whose feast days the storms occurred. Later, hurricanes were identified by their longitude and latitude.

In 1950, a formal practice for storm naming was first developed by the U.S. National Hurricane Center. At that time, storms were named according to a phonetic alphabet (e.g., Able, Baker, Charlie) and the names used were the same for each hurricane season; in other words, the first hurricane of a season was always named “Able,” the second “Baker,” and so on.

In 1953, to avoid the repetitive use of names, the system was revised so that storms would be given female names. This mimicked the habits of old naval meteorologists, who named the storms after their wife or girlfriend, much the way ships at sea were named after women. A weatherman in Australia is credited with being the first person to give a tropical storm a female name.

In 1979, the system was revised again to include both female and male names. Today, naming hurricanes is the responsibility of the World Meteorological Organization (WMO), which revises the lists each year. However, the WMO does not only name hurricanes that occur off the shores of North America; they maintain lists for all areas affected by tropical cyclones. History source: “*The Old Farmer’s Almanac*”

## Emergency Communication Ps



Harvey Prior, [harvb4@aol.com](mailto:harvb4@aol.com), is the Flotilla Staff Officer (FSO) for Member Training.

***MAYDAY, MAYDAY, MAYDAY.*** The words that a boater hopes he or she will never have to broadcast. How do we make the call more effective when time is critical?

Sometimes the Coast Guard does not hear the call for help and another vessel or radio station is used to pass the call for help. Since emergency situations often only allow us enough time to send a couple of messages before we lose comms, the messages need to include enough information for searcher to quickly find us with the help we need. So, send the Ps.

The first P we need to transmit is Position. Where should Coast Guard and other vessels look for us. Today's GPS positioning can be found on cell phones, most marine electronic displays, and handheld GPS units. Don't worry if there is a slight variation between displays, broadcasting your latitude and longitude with degrees, minutes, and either seconds or two digits beyond a decimal. That spot is somewhere within one hundred yards of us.

The second P is the Problem. Are we sinking, do we have a medical emergency, is the vessel on fire or is it something else? While a Coast Guard C-130 can drop us a life raft, it does not have the firefighting capability of a 45-foot response boat.

Now, how many People are onboard. Do they need to find a solo boater or is this a fishing boat with forty-five passengers and crew onboard? Knowing this up front could change the size and number of vessels responding.

The next P is related to the last one. Have everybody put a PFD on. The majority of people on boats are not wearing a PFD. Boat skippers need to be sure that everyone is properly wearing an appropriate PFD in emergency situations.

A final P is Plan. What is the boat going to do? Is the boat going to be running towards a shore location at 20 knots or it is staying where it is? Also, plan to communicate any changes to the Plan.

With the above information, the Coast Guard and other vessels can usually quickly respond with the assistance that is appropriate. Sending this message traffic on VHF channel 16 will allow other vessels in the vicinity to hear your broadcast and come to your aid. The goal when you call Mayday is to get help and the responders need your Ps.

## Vessel Examination Update



Gordon Thomas is the Flotilla Staff Officer for Vessel Examination (FSO-VE) and Flotilla Vice Commander (VFC).

This information is for vessel examiners.

The official guidelines for Vessel Safety Checks (VSC) were revised today, 14 JAN 21, by District 7.

**One major change. NO TRAINEES will be allowed to perform VSCs. This means that until further notice, we will not be qualifying any new Vessel Examiners.**

For Vessel Safety Checks, the following sequence of events is to be strictly adhered to:

1. ALL Vessel Examiners will complete the one-time "High Risk Assessment" form. The form is to be completed and submitted to the Flotilla Commander, who will keep it on file.
2. Vessel Safety Check requests would be received and assigned singly, that is, a request comes into the flotilla via the flotilla website, or through an emailed request from the boating public. The FSO-VE then assigns the VSC to one of the flotilla's Vessel Examiners.

3. The Vessel Examiner completes the "Mission Approval Request" form, including ALL information, especially the boat identifying information, the name of the boat owner, and the location where the VSC will be conducted. The Vessel Examiner submits the form to the FSO-VE.
4. The FSO-VE adds his/her name to the bottom of the form and indicates if they approve the request, and then SAVES the .pdf form. Ensure that the saved version has the FSO-VE's name and approval.
5. The FSO-VE submits the Mission Approval Request Form to the Flotilla Commander for their review.
6. If the Flotilla Commander approves the proposed VSC, they complete the form, adding their name to it, and saves the pdf. The Flotilla Commander then sends an email to the Vessel Examiner (copy to: FSO-VE, Division Commander, and Division Vice Commander) that requested the VSC, stating that they are approving the VSC (and include the date and location of the VSC in the body of the email). Attach a copy of the completed Mission Approval Request form. The Flotilla Commander keeps a file copy of the request form.

**VERY IMPORTANT:** Strict adherence to social distancing requirements is mandatory, as is the wearing of face masks. Boat owners are NOT to be aboard their boat while the Vessel Examiner conducts the inspection, and the boat owners must also wear face masks. Vessel Exams are limited to ONE exam performed in no more than ONE HOUR.

Should you have questions about the procedures you may contact me, and I will answer them as best I can.

## What is Karenia Brevis?

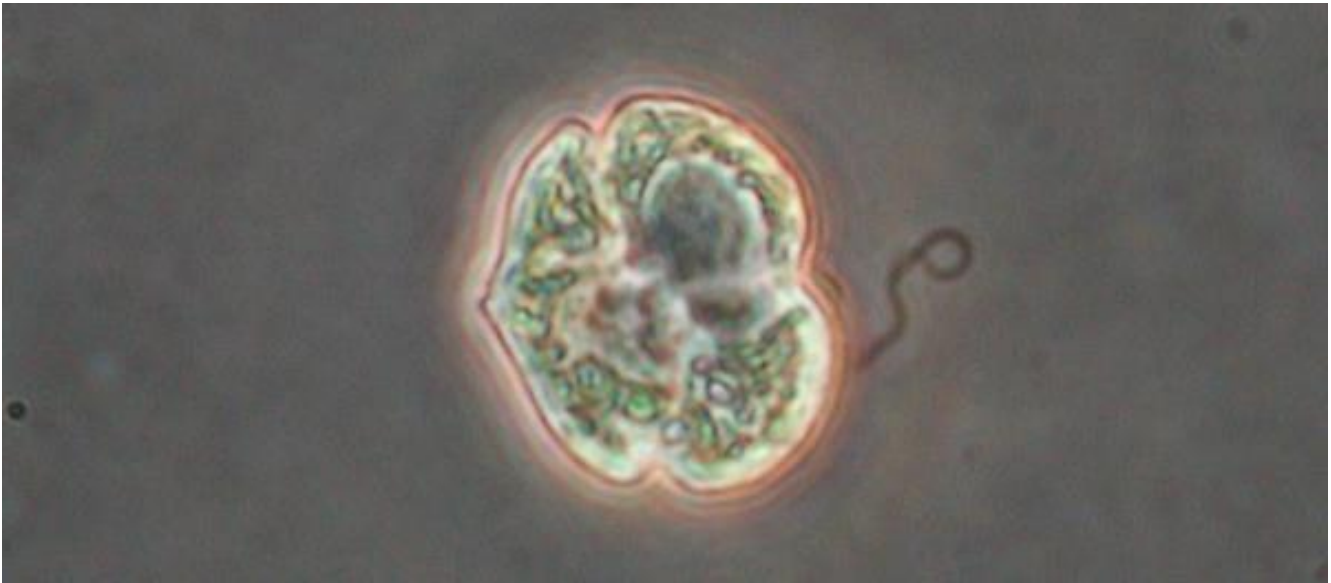


Photo Source: Mote Marine Laboratory

If you have ever smelled it, you know exactly what it is!

In Florida, Red Tide is caused by the accumulation of *Karenia brevis* (*K. brevis*), a type of single-celled organism called a dinoflagellate.

Red tides occur around the world and are not all caused by the same species, nor are they always red. In fact, most dinoflagellates are harmless. Though some, including *K. brevis*, produce neurotoxins that can cause respiratory problems in humans and attack the central nervous systems of fish and other wildlife. Many scientists refer to blooms of *K. brevis* as harmful algal blooms (HABs) due to the impacts they can have on the environment, humans, and our coastal economies.

Red tide blooms in Florida begin 10-40 miles offshore in the bottom waters of the Gulf of Mexico, where *K. brevis* is almost always present at low and harmless concentrations. *K. brevis* cells that hang out at the bottom are brought to the surface by a phenomenon known as upwelling, a process in which deep, cold and nutrient-rich water rises to the surface.

*K. brevis*, like all algae, requires three things to grow and survive:

- Optimal light
- Temperature
- Nutrients, specifically nitrogen and phosphorus.



Red tides are not uncommon and occur almost annually in the Gulf, particularly in the Tampa Bay to Charlotte Harbor region. The first scientifically documented red tide bloom in Florida dates to 1844, predating extensive human development.

Florida's red tides can appear throughout the year, though they usually peak late summer to early fall and can last from a few days to months.

Over the course of 16 months, from October of 2017 until February of 2019, the last red tide event was recorded as the fifth longest since 1954, and the first since 2007 to impact Florida's southwest, northwest, and east coasts simultaneously.

*K. brevis* is considered harmful because it produces a variety of natural toxins, the most important of which are the neurotoxic brevetoxins. Through inhalation, direct contact or ingestion, these toxins, in high enough concentration, can harm and kill fish, birds, and marine mammals. The last red tide resulted in serious impacts to fish, marine mammals, marine birds, residents, and coastal businesses. These types of impacts are typical during severe red tide events. However, more fish have died during the most recent red tide in Lee and Charlotte counties compared to past severe red tide events.

Brevetoxin is very deadly to fish of all life stages. Invertebrates are generally less affected during red tides, but studies have shown that bivalve larvae have a dramatically reduced survival rate when exposed to *K. brevis*, and this could be the case for other species of invertebrates as well.

In addition to the impact to sea life, red tides can have human health impacts. Exposure to brevetoxins occur through inhalation or ingestion. *K. brevis* cells are weak, so wave action can break open the cells, releasing the brevetoxins as an aerosol. People in coastal areas can experience varying degrees of eye, nose, and throat irritation. Beachgoers experiencing respiratory irritation are advised to leave the beach or go to air conditioning and symptoms will usually go away. Some people who come in contact with water or sea foam with severe red tide may experience skin and eye irritation, including rashes.

*K. brevis* can cause serious illness to people with severe or chronic respiratory conditions such as asthma or emphysema. For example, red tide can trigger asthma attacks and susceptible populations may experience chronic pulmonary symptoms, even after leaving the area. During severe red tide events, brevetoxins can be detected 1-2 miles inland from the beach. For these reasons, at-risk populations are cautioned to avoid coastal areas with active red tides.

#### **Red Tide Status Update for January 15, 2021 Current Conditions**

A patchy bloom of the red tide organism, *Karenia brevis*, persists in Southwest Florida. *K. brevis* was detected in 39 samples over the past week, with bloom

concentrations (>100,000 cells/liter) observed in 26 of those collected from Lee and Collier counties. Additional details are provided below.

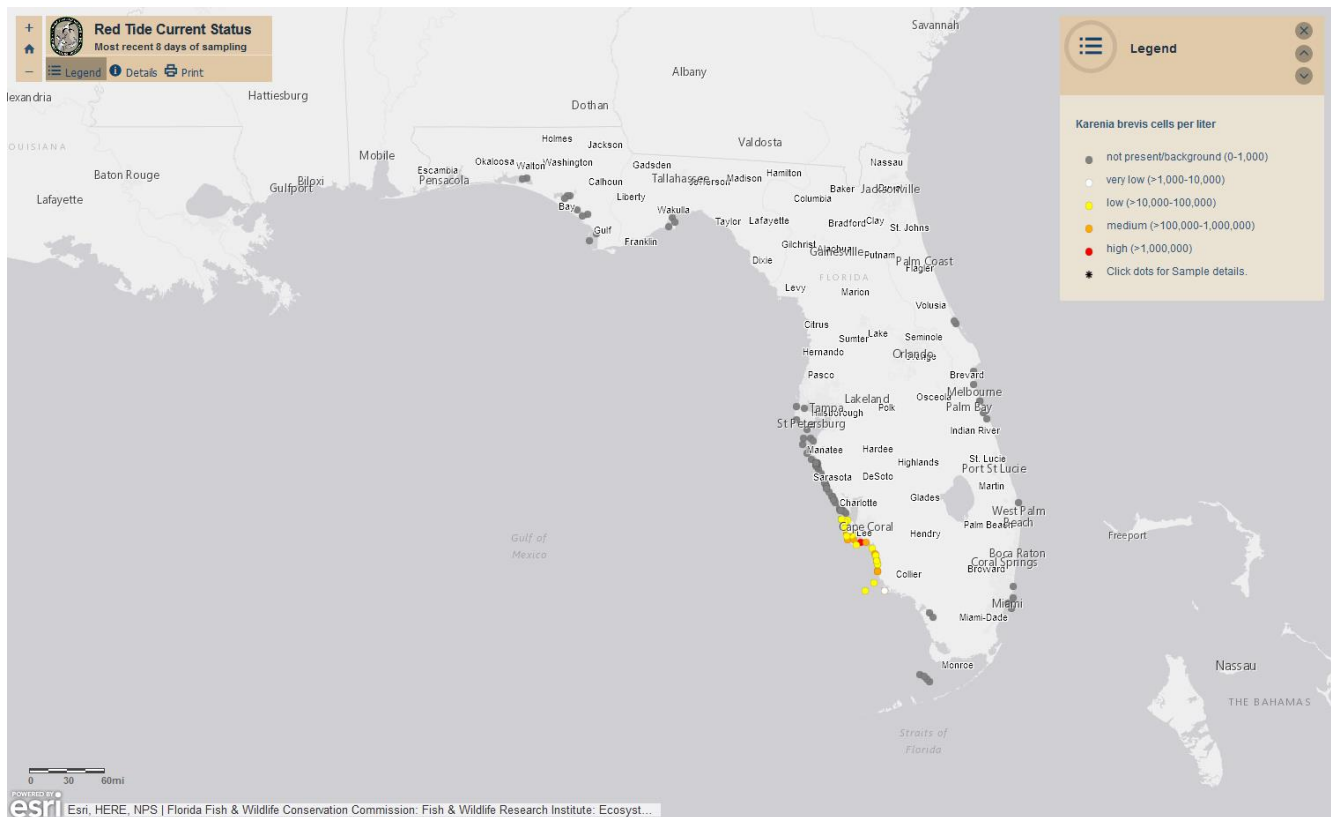
In Southwest Florida over the past week, *K. brevis* was observed at background concentrations in Sarasota County, very low to high concentrations in Lee County, and medium to high concentrations in and offshore of Collier County. *K. brevis* was not detected in samples from Pinellas, Manatee, Charlotte, and Monroe counties. For additional information, view the Southwest Coast report and map.

In Northwest Florida over the past week, *K. brevis* was not observed. For additional information, view the Northwest Coast report and map.

Along the Florida East Coast over the past week, *K. brevis* was not observed. For additional information, view the East Coast report and map.

In Southwest Florida over the past week, fish kills suspected to be related to red tide were reported in Lee and Collier counties.

Respiratory irritation was reported over the past week in Southwest Florida in Lee and Collier counties.



Article source: Florida Museum, Mote Marine Laboratory and the Florida Fish and Wildlife Conservation Commission.

## Beat Stress Like a Navy SEAL



*Photos from Getty Images.*

**There is no question that U.S. Navy SEALs face some of the most difficult situations any human could encounter. Because of this, they have developed ways to apply the emerging science of grit, resilience, and emotional regulation to effectively manage stress.**

**In fact, neural scans show that some SEALs have a remarkable ability to remain calm in response to threatening situations. Their brains respond differently to stress, activating neural centers related to emotional control instead of ones related to anxiety and fear.**

**Their secret? SEALs manage their physiology to better to control their psychology.**

**Researchers at Veterans Affairs put it this way:**

**Learning to control your physiology, to control your anticipatory responses as you remain in that situation, are the first steps to controlling your brain's response.**

**If you are thinking this is the result of some superhuman ability, think again. It may come down to managing one important aspect of well-being: your breathing.**

**A Simple Exercise to Help You Stay Calm**

A practice that SEAL teams use in times of trouble is one you can borrow at your desk.

It is called box breathing or four-square breathing.

Here is how it works:

- Breathe in for four seconds.
- Hold air in your lungs for four seconds.
- Exhale for four seconds.
- Hold your breath, lungs emptied, for four seconds.

You can even find guided visualizations online to assist you in a box breathing practice if you are just getting started. The beauty of box breathing is that it's inconspicuous, meaning you can practice it anywhere, at any time -- during negotiations, before delivering tough feedback, or even in the middle of a frustrating conversation, for example.

Give box breathing a try. Even though you are not on the battlefield, you may find this time-tested Navy SEAL technique helps you rule the day.



Article source: INC. Magazine

## AUXAIR Update

John Landon and Ann Bennet are continuing to fly AUXAIR missions in AUXAIR 8830.

Photos are from a recent Hurricane Pass Salvage Operation mission.

Photos by John Landon

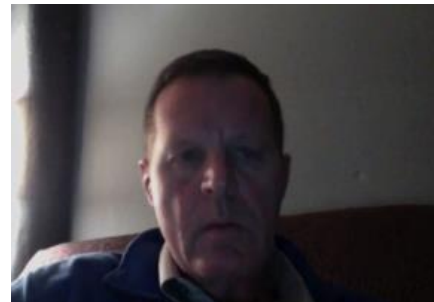


## January Virtual Flotilla Meeting

Rob Bonnem, new Flotilla Commander conducted a virtual flotilla meeting this month. We had 27 attendees, well over the required quorum. Two new members were sworn in and outgoing Commander Kristi Mackey was recognized for her contributions.



New members Angela Paolillo and Michael Hughes sworn in to Flotilla 11-10 on 14 January 2021 by Rob Bonnem.





**Kristi Mackey, outgoing Flotilla Commander was given a “Thank You” award from the flotilla for her past two years of service.**



**Harvey Prior, Member Training, gave an update on activities members have been engaged in during the COVID-19 lockdown and advised us of future on-line classes available.**

Screenshots by Joan Gutek

## Flotilla Staff Officers

<b>ELECTED OFFICERS</b>	
<b>FC Flotilla Commander</b>	<b>Rob Bonnem</b>
<b>VFC Flotilla Vice Commander</b>	<b>Gordon Thomas</b>
<b>IPFC Immediate Past Flotilla Commander</b>	<b>Kristi Mackey</b>
<b>FLOTILLA STAFF OFFICERS</b>	
<b>FSO-CM Communications</b>	<b>Scott Birdwell</b>
<b>FSO-CS Communications Services</b>	<b>Walter P. Murray</b>
<b>FSO-DV Diversity</b>	<b>Rafael Caridad</b>
<b>FSO-FN Finance</b>	<b>Jimmy R. Ryder</b>
<b>FSO-HR Human Resources</b>	<b>Kristi Mackey</b>
<b>FSO-IS Information Services</b>	<b>Rafael Caridad</b>
<b>FSO-MA Materials</b>	<b>Charles Whitener</b>
<b>FSO-MS Marine Safety and Environmental Protection</b>	<b>Daniel Paolillo</b>
<b>FSO-MT Member Training</b>	<b>Harvey Prior</b>
<b>FSO-NS Navigation Systems</b>	<b>Doug Simpson</b>
<b>FSO-OP Operations</b>	<b>Keith Betzing</b>
<b>FSO-PV Partner Visitor</b>	<b>Rob Bonnem</b>
<b>FSO-PA Public Affairs</b>	<b>Teresa Hughes</b>
<b>FSO-PB Publications</b>	<b>Ron Shebanek</b>
<b>FSO-PE Public Education</b>	<b>Cono F. Casale</b>
<b>FSO-SR Secretary/Records</b>	<b>Allen Leimbach</b>
<b>FSO-VE Vessel Examination</b>	<b>Gordon Thomas</b>



# Social Distancing When Boating



Only boat with those in your immediate household.



No beaching your boat right next to someone else.



Maintain your distance at the fuel dock – and remember to wash your hands.



No rafting up – keep your distance on the water.

**No guests on your boat!**  
This includes family members not in your immediate household or your closest boating buddies.

**Go right from your house to the boat and back –**  
no unnecessary contact with anyone.

**Enjoy your boat, the water and the fresh air;  
but enjoy it while boating responsibly.**

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Social distancing is the best way to stay safe.

