



# 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

## Commander's Corner



**Volunteerism: why do we do it?**

**“We make a living by what we get. We make a life by what we give.” – Winston Churchill**

**Volunteering allows you to connect to your community and make it a better place. ... and volunteering is a two-way street: It can benefit you and your family as much as the cause you choose to help. Dedicating your time as a volunteer helps you make new friends, expand your network, boost your social skills, and learn something new.**

### **Mission Statement**

**The overarching mission of the U.S. Coast Guard Auxiliary is to contribute to the safety and security of our citizens, ports, waterways and coastal regions. We will balance our missions of Recreational Boating Safety and Coast Guard Support with Maritime Homeland Security and other challenges that emerge as a result of our growing understanding of changes required in the post-9/11 era.**

### **Description**

**The United States Coast Guard Auxiliary is the civilian component of Coast Guard Forces. Founded in 1939 by an Act of Congress as the US Coast Guard Reserves and re-designated the Auxiliary in 1941. The 23,000 volunteer members (men and women) donate thousands of hours in support of Coast Guard missions.**

The Coast Guard does more than just search and rescue, and with the exception of direct law enforcement and military action, the Auxiliary is there, side by side, working with regular and reserve Coast Guard units, every step of the way. We're found in every part of the United States, not just where Recreational Boating is found.

The National organization is broken down along the lines of the Coast Guard Districts (some districts are further sub-divided for ease of administration). Districts are then sub-divided into divisions, with these units further sub-divided into flotillas. The flotilla is the mainstay of the Auxiliary, and every member must belong to a flotilla.

I am very proud, as Flotilla Commander of 11-10 Dunedin, that each and every one of my shipmates chooses to volunteer their time and efforts in the United States Coast Guard Auxiliary. Our world is a better place for the work you do.

Robert Bonnem  
Flotilla Commander 11-10



## Vessel Examination Update



**Gordon Thomas is the Flotilla Staff Officer for Vessel Examination (FSO-VE) and Flotilla Vice Commander (VFC). He also volunteers at Air Station Clearwater.**

**We will be starting vessel examination blitzes soon, since we have been given the ok to start again. We will also be adding a Home Owners Association (HOA) to our blitz list that is a boating community.**

**We did a 25 minute boat safety program for them in July and then set up a date and time for a vessel exam blitz on a weekend in August or September. Details are being worked on and all vessel examiners will be notified when we are ready.**

**All vessel examiners, vaccinated or not, need to continue to wear masks and continue to do social distancing.**

## Leadership



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

Wendell Willkie is credited with saying “Education is the mother of leadership.” To be an elected leader in the Coast Guard Auxiliary, education is a requirement before you can become a candidate. This article will look at those educational requirements.

Each candidate for elected office must have completed one of the Auxiliary leadership classes. The choices are Administrative Procedures Course (APC) or Flotilla Leadership Course (FLC). These courses are available online and sometimes in a classroom. Each course gives the member knowledge about the Auxiliary and its leadership.

A second educational course requirement is the FEMA ICS 100 and ICS 700 courses. A few years ago, these courses were only required for operational members and elected officers. Now new members are taking these courses, sometimes even before they get their member number.

Another requirement with an educational component is either an Auxiliary qualification or having served as an officer, elected or appointed, for two years. There are a number of possible qualifications with the most common being Vessel Examiner, Instructor or crew member (air or surface). All of these qualifications require textbook or online learning in addition to actual demonstration. The time as an officer means that you have learned about the area you represent, you have filed reports and you have helped other members be involved in your area.

Leaders should also have the knowledge to know where to find these requirements (Auxiliary Manual – Appendix C). There are a several other requirements for candidates for elected office. Now, you know where to look for yourself.

According to John F. Kennedy, “Leadership and learning are indispensable to each other.” Even if you choose not to run for elected office, the knowledge that you gain becoming eligible to hold an elected office can help you lead other events such as a public affairs (PA) booth, a vessel examination (VE) blitz or a flotilla fellowship event. Won’t you qualify to lead?

## Public Education Update



**Buddy Casale, [boatinbud7@gmail.com](mailto:boatinbud7@gmail.com), is the Flotilla Staff Officer for Public Education (FSO-PE).T**

**The Boat America virtual safe boating course graduated 13 students and five students completed the virtual Intro to Basic Coastal Navigation seminar. All students expressed positive evaluation for course and Instructors.**

**Congratulations and welcome aboard Angela Paolillo. Angela has certified as PE Instructor and is in training for Assistant Flotilla Staff Officer for Public Education.**

**A special thanks and Bravo Zulu to all our Instructors for their dedication and participation every month.**

**Flotilla 11-10 presented a boat safety presentation under the leadership of Buddy Casale for The Bay Crest Park waterfront community in Tampa. It was very well received with about 40 members attending. We started with questions for the audience to ponder about safety issues that they might encounter followed by a powerpoint presentation.**

**It was followed with a question and answer period. They expressed an interest in having a boat safety class for the women of this group and will follow up with times to do so with Buddy.**

**Tables were spaced widely apart for social distancing.**

**They also requested for us to coordinate having a vessel exam date for many of the boaters in their group. The vice president of the group will get back to Gordon to finalize a date for a vessel examination blitz. Flotilla members in attendance were Buddy, Ron Shebanek, Walter Murray, Angela Paolillo, and Gordon Thomas**



Photos by Gordon Thomas and Ron Shebanek

## C-130 Night Drop Training Mission

On Wednesday July 21<sup>st</sup>, the sky was clear as we headed towards our destination for a C-130 Drop Training about seven miles West of Anclote State Park. On route we observed the most beautiful sunset, which continued through the first two drops.

As we prepared to pick up the first drop, which was a can attached to a parachute. Kristi was the spotter as the plane flew over the boat, opened the back and dropped the can near a flare in the water. Rob Bonnem stood at the stern and helped to retrieve the can and then the parachute.

The two members from Clearwater Air Station pulled in the line and set up for the next round. On this night we did two rounds of cans with parachutes and two rounds of dropping five bags with life rafts inside. It was a very busy night and on the last drop of five bags, two broke free.

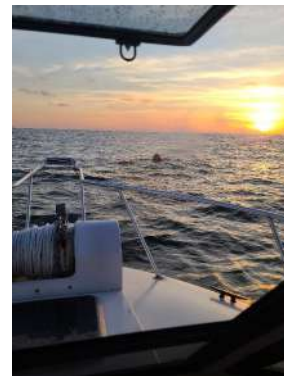
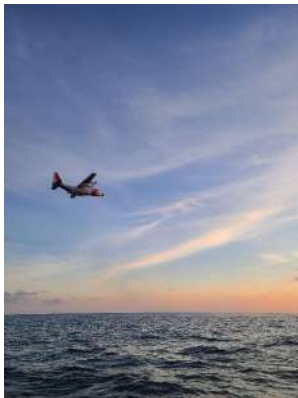
It was a little challenging searching in the dark, but we quickly located them, which completed our mission.

Coxswain: Harvey Prior

Crew: Kristi Mackey

Crew: Rob Bonnem

Guests: Two Clearwater Air Station Members



## AUXAIR Update

The plane is in the avionics shop until Aug 1<sup>st</sup>, but had several flights in support of pollution and red tide.

Took a sector pollution specialist up on the 8<sup>th</sup> and a county red tide coordinator up on the 15<sup>th</sup>.

Brought Marc Miller's twin engine PA27 up from Fort Myers for an offshore flight with both county and FWC officials on 2021-7-17.

Kevin Wilcox, our AUXAIR coordinator, served as crew on all three flights.

Anticipate more flights in support of red tide tracking in August.

Apparently county has been using sheriffs helicopters and they cannot go offshore like we can.

Single engine planes are limited to 25 miles offshore unless we can establish guard with a cutter farther out, twin engine planes are limited to 50 miles offshore

We routinely check in with NORAD with a discrete code so they do not scramble jets to intercept us.



Article and photos by John Landon





## 2021 Hurricane Season



Cartoon Source Mike's Weather Facebook Page

NOAA's Climate Prediction Center is predicting another above-normal Atlantic hurricane season. Forecasters predict a 60% chance of an above-normal season, a 30% chance of a near-normal season, and a 10% chance of a below-normal season. However, experts do not anticipate the historic level of storm activity seen in 2020.

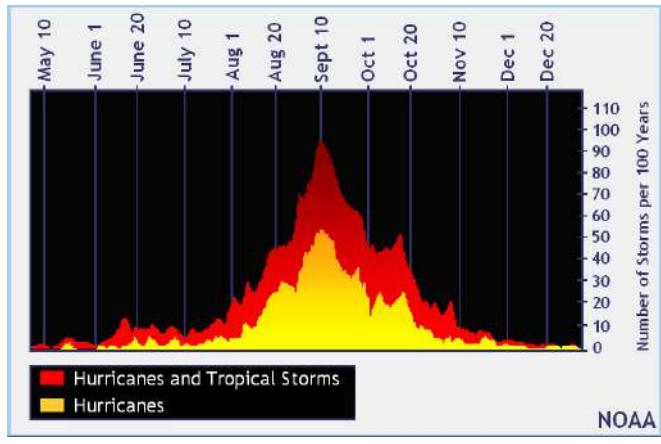
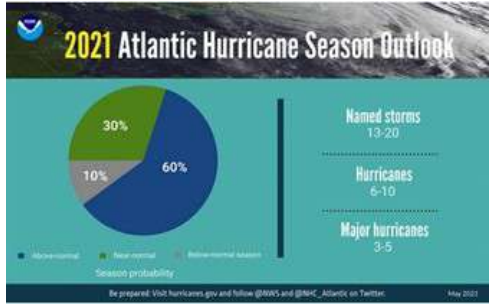
For 2021, a likely range of 13 to 20 named storms (winds of 39 mph or higher), of which six to 10 could become hurricanes (winds of 74 mph or higher), including three to five major hurricanes (category three, four or five; with winds of 111 mph or higher) is expected.

NOAA provides these ranges with a 70% confidence. The Atlantic hurricane season extends from June 1 through November 30.

NOAA updated the statistics used to determine when hurricane seasons are above-, near-, or below-average relative to the latest climate record. Based on this update an average hurricane season produces 14 named storms, of which seven become hurricanes, including three major hurricanes.

To date, we have had five named storms, Ana which actually occurred in May before the official start of hurricane season on June 1, Bill, Claudette, Danny and Elsa. Elsa became the first hurricane of the 2021 Atlantic hurricane season on July 2, almost six weeks earlier than the average date of the season's first Atlantic hurricane. May and June were very active. July has been very subdued with no named storms, primarily due to Saharan dust coming off the coast of South Africa. The peak of the season is in mid September. Month end water temperature at Clearwater beach was 89 degrees.

Article source: NOAA



## Red Tide Update, a Disaster

### Red Tide Status Update for July 31, 2021

Pinellas County already matches the 2018 fish kill by cleaning up over three million pounds of dead fish.

The National Weather Service (NWS) issued red tide respiratory irritation beach hazard for Pinellas, Manatee and Sarasota counties.

### Current Conditions

A bloom of the red tide organism, *Karenia brevis*, persists on the Florida Gulf Coast and in Lower Tampa Bay. Conditions remain improved in other areas of Tampa Bay relative to prior weeks. Over the past week, *K. brevis* was detected in 103 samples. Bloom concentrations (>100,000 cells/liter) were observed in 70 samples: seven from Pasco County, 24 from Pinellas County, six from Manatee County, 27 from Sarasota County, four from Charlotte County, and 2 from Lee County. Additional details are provided below.

In Southwest Florida over the past week, *K. brevis* was observed at background to high concentrations in and offshore of Pinellas County, low to high concentrations in Manatee County, low to high concentrations in Sarasota County, medium to high concentrations in Charlotte County, background to medium concentrations in and offshore of Lee County, and background to very low concentrations in Collier County. For additional information, view the Southwest Coast report and map.

In Northwest Florida over the past week, *K. brevis* was observed at background concentrations offshore of Levy County, low concentrations offshore of Citrus County, very low to low concentrations offshore of Hernando County, and background to medium concentrations in and offshore of Pasco County. 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.

### Fish Kills

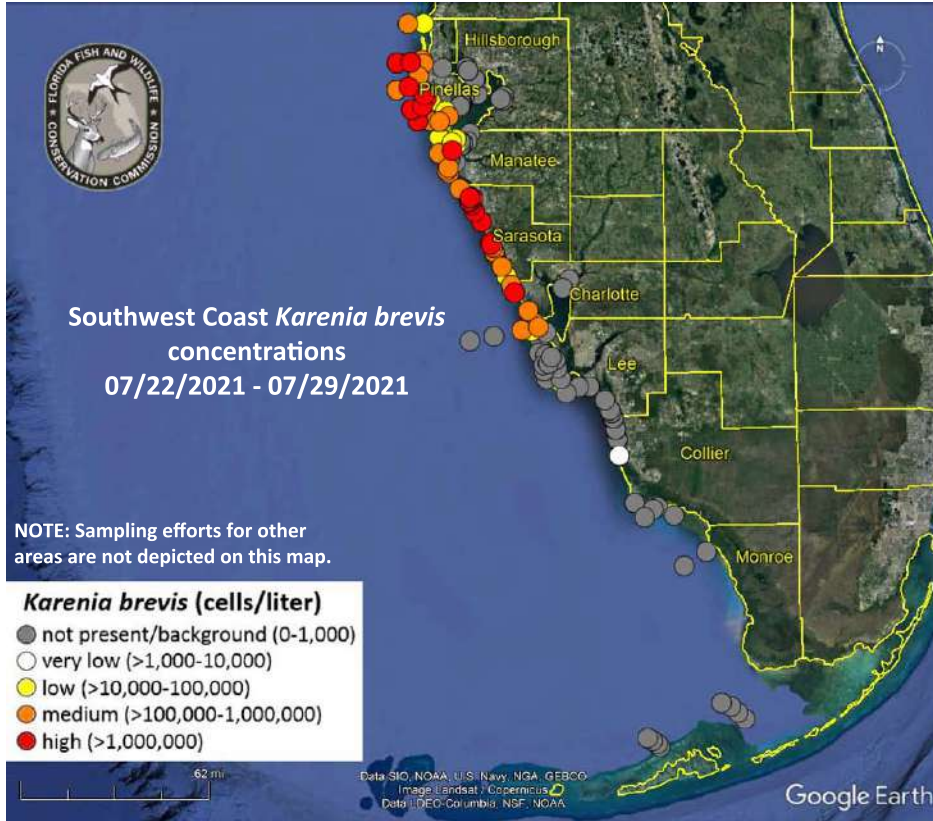
On Florida's Gulf Coast, fish kills suspected to be related to red tide were reported in Hernando, Pasco, Pinellas, Hillsborough, Manatee, Sarasota, Charlotte, Lee, and Collier counties over the past week. For more details, please visit: <https://myfwc.com/research/saltwater/health/fish-kills-hotline/>.

### Respiratory Irritation

Respiratory irritation suspected to be related to red tide was reported over the past week on Florida's Gulf coast in Pasco, Pinellas, Manatee, Sarasota, and Lee counties. Additional details are provided in the Southwest Coast and Northwest Coast reports and for current information, please visit: <https://visitbeaches.org>.

Source: Florida Wildlife Conservation Commission (FWC)

Photo source: [tampabay.org](http://tampabay.org)



## Coast Guard, Tampa police Shutdown Illegal Charter Boat

The Coast Guard and Tampa Police Department Marine Unit put an end to an illegal charter boat carrying 18 passengers, according to a release.

According to the U.S. Coast Guard, an officer with the St. Petersburg Sector investigated the 43.5-foot passenger boat and found that it was not an inspected vessel. Per regulations, uninspected vessels can only carry six people.

“The Coast Guard will continue to aggressively pursue vessel operators who needlessly place the lives of patrons at risk by not complying with Coast Guard passenger vessel regulations,” said Brian Knapp, Senior Investigating Officer at Coast Guard Sector St. Petersburg. “We’d like to remind people who charter a boat, they should choose a certified captain and crew. Certified captains should be able to produce a Coast Guard captain license upon request.

Additionally, when chartering a boat with more than six passengers ask to see the Coast Guard’s Certificate of Inspection. If the operator cannot produce a Merchant Mariner Credential or a Certificate of Inspection, don’t get on the boat.”

Illegal charter vessel operators and owners can face civil penalties of over \$50,000, and those who are credentialed mariners can lose their license.

If the operator of the boat cannot produce a Merchant Mariner Credential or a Certificate of Inspection, don’t get on the boat.

The vessel in this case was taken to the Tampa Convention Center to drop off its passengers.

Article and photo source Coast Guard Sector St. Petersburg Facebook and WFLA.com





**D-TRAIN 2021  
WELCOME BACK !!  
US Coast Guard Auxiliary  
District 7 Board Meeting & Training  
September 22 - 26, 2021  
FLORIDA HOTEL & CONFERENCE CENTER  
ORLANDO, FLORIDA, 32809**

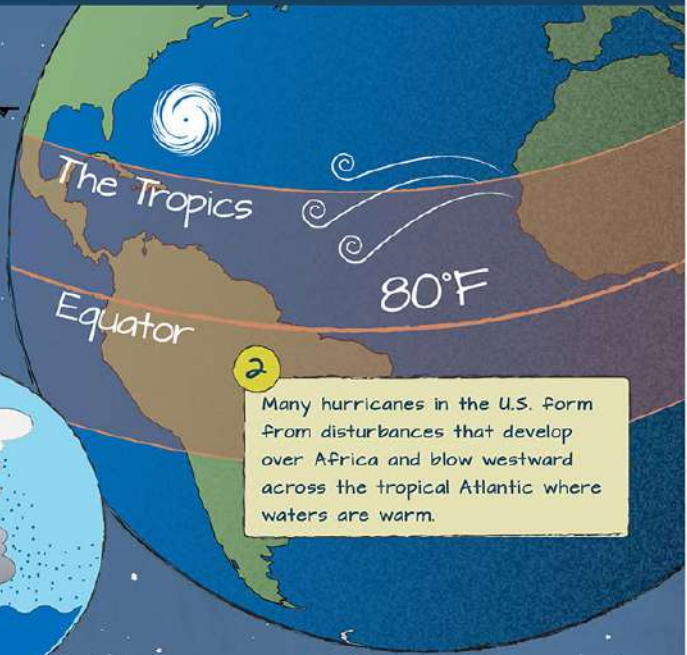
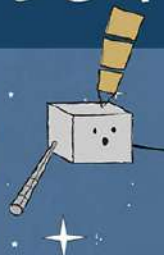
**<https://www.uscga-district-7.org/dtrain.html>**

<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>



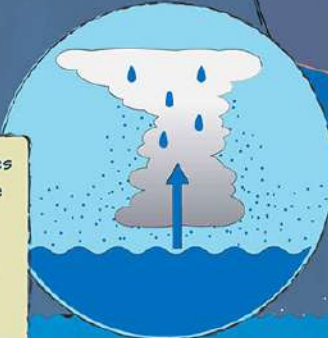
# How Do Hurricanes Form?

**1** Hurricanes form in tropical regions where the ocean is at least 80 degrees Fahrenheit. These waters evaporate, creating warm, moist air—which acts as fuel for the storm.

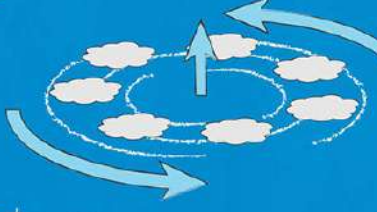
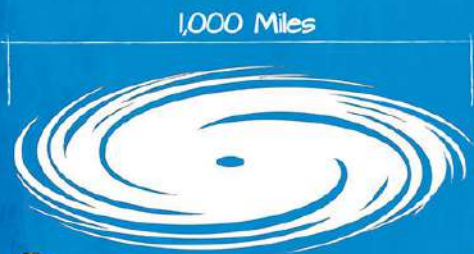


**2** Many hurricanes in the U.S. form from disturbances that develop over Africa and blow westward across the tropical Atlantic where waters are warm.

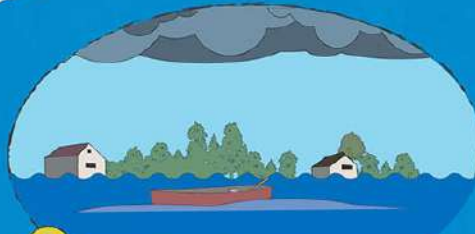
**3** The warm, moist air rises high into the atmosphere where it begins to cool. Water vapor condenses back into liquid droplets and forms big, stormy anvil-shaped clouds.



**4** As warm air rises, the winds begin blowing in a circle. The spiraling winds gather a cluster of clouds.



**5** Once the spinning winds reach 74 miles per hour, the storm has officially become a hurricane. These storms can be 10 miles high and over 1000 miles across!



**6** If a hurricane hits land, it runs out of warm, moist air and its winds decrease, but it can still cause lots of damage (especially from flooding).

Thankfully, the GOES-R series of weather satellites take a scan of the U.S. every five minutes, keeping an eye on conditions that might cause a hurricane. This helps meteorologists deliver early warnings and keep people safe.



Find out more about Earth's weather at [scijinks.gov](http://scijinks.gov)