



# WET GAZETTE



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

Kristi Mackey, Commander  
Rob Bonnem, Vice Commander  
Sam Walker, Immediate Past Commander  
Ron Shebanek, Publications Officer

## Commander's Corner



Since the “Shelter at Home” order began in March, it has been a challenge for everyone trying to get used to the new normal. I know it has been frustrating for many of you who were so active in the past and as much as you want to step up and help right now, we need to hang in there until we can.

On May 14<sup>th</sup> we held our very first electronic flotilla meeting with an outstanding 45 members in attendance and our guest Leslie Long, Division Commander. We voted to adopt the electronic meeting addendum into our by-laws in order to hold our meetings online until we can meet in person. Thank You for all of your continued support.

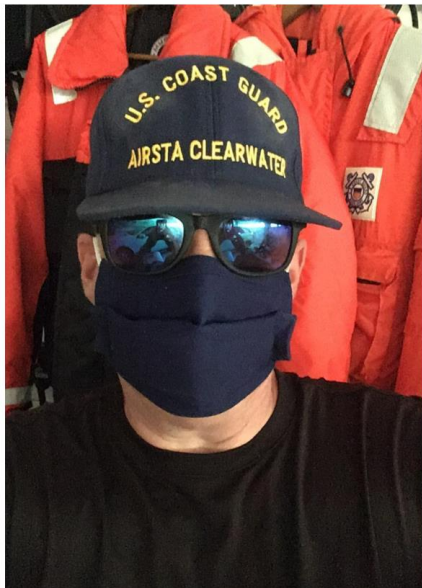
This month we celebrated National Armed Services Day, Wear Your Life Jacket to Work and Safe Boating Week. Our flotilla got creative with how each of us celebrated during the social distancing and I appreciate the pictures you sent in for both our Facebook page for Public Affairs and for this “Wet Gazette”.

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

Kristi Mackey, Flotilla Commander  
Semper Paratus



Flotilla Commander and Vice  
in 2019 and now.  
Semper Paratus



*Kristi Mackey, Flotilla Commander, and Rob Bonnem, Flotilla Vice Commander*

*Photos by Walter Murray and Kristi Mackey*

# Safe Boating Week



City of Dunedin, Florida  
Office of the Mayor

## Proclamation

in recognition of  
**National Safe Boating Week**

Whereas, this year the Dunedin Coast Guard Auxiliary is celebrating its 62nd Anniversary and starting its year-round efforts to promote safe boating in Dunedin waters; and

Whereas, here in Dunedin, Florida we are blessed with some of the most beautiful and accessible coastal waters in the world; and

Whereas, for nearly 100 million Americans, boating continues to be a popular recreational activity. From coast to coast, and everywhere in between, people are taking to the water and enjoying time together boating, sailing, paddling and fishing. During National Safe Boating Week, the U.S. Coast Guard and its federal, state, and local safe boating partners encourage all boaters to explore and enjoy America's beautiful waters responsibly; and

Whereas, safe boating begins with preparation. The Coast Guard estimates that human error accounts for 70 percent of all boating accidents and that life jackets could prevent more than 80 percent of boating fatalities. Through basic boating safety procedures - carrying lifesaving emergency distress and communications equipment, wearing life jackets, attending safe boating courses, participating in free boat safety checks, and staying sober when navigating - we can help ensure boaters on America's coastal, inland, and offshore waters stay safe throughout the season; and

Whereas, National Safe Boating Week is observed to bring attention to important life-saving tips for recreational boaters so that they can have a safer, more fun experience out on the water throughout the year; and

Whereas, on average, 650 people die each year in boating-related accidents in the U.S.; approximately 76 percent of these are fatalities caused by drowning; and

Whereas, the vast majority of these accidents are caused by human error or poor judgment and not by the boat, equipment or environmental factors; and

Whereas, a significant number of boaters who lose their lives by drowning each year would be alive today had they worn their life jackets.

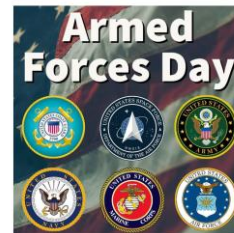
Now, Therefore, I, Julie Ward Bajulski, by virtue of the authority vested in me as Mayor of the City of Dunedin, Florida and on behalf of the entire City Commission, do hereby support the goals of the Safe Boating Campaign and proclaim May 16-22, 2020 as National Safe Boating Week and the start of the year-round effort to promote safe boating.

Attest  
Rebecca C. Smith  
City Clerk

In witness whereof, I have here-  
into set my hand and caused  
the seal of the City of  
Dunedin to be affixed  
at Dunedin this date  
May 19, 2020  
Julie Ward Bajulski  
Mayor

## City of Dunedin and the Mayor honor 11-10 with a Safe Boating Proclamation

Dunedin  
11-10  
Salutes  
our  
Military





# Virtual Flotilla Meeting

On May 14<sup>th</sup> Flotilla 11-10 held our very first electronic flotilla meeting with an outstanding 45 members in attendance, well above the required quorum, along with our guest Leslie Long, Division Commander.

We voted to adopt the electronic meeting addendum into our by-laws to hold our meetings online until we can meet in person.



Photo by Ron Shebanek

## Vessel Examination Update



Gordon Thomas is the Flotilla Staff Officer for Vessel Examination.

We can now have boaters do a virtual vessel exam on their boats prior to us doing a final live exam to verify. I have attached the link here that we can pass on to any boater who wants a vessel exam done. Understand that a qualified VE must still finally go out to finish and verify the exam.

The advantage to them doing a virtual exam before our regular check, is that they can find out what they will fail and fix it before we finally come to finish the final exam!

***Also, understand that presently we still cannot go out. We are still under stand down orders!!!***

Here is the link that will take them through the virtual exam.

<http://wow.uscgaux.info/content.php?unit=070-12-04&category=virtual-safety-check>

Attached is the notice from our District Commodore Gary Barth about the virtual exams which also reminds us that we ***still cannot do Vessel Safety Checks (VSCs) at this time. Please take note.***

SEVENTH COAST GUARD AUXILIARY DISTRICT



Gary P. Barth
District Commodore
1751 Mainsail St.
Sebastian, FL 32958

772-321-3041

USCGAUX-GPB@HOTMAIL.COM

FROM: COMO Gary P. Barth

17 MAY 2020

TO: All members District 7

SUBJECT: ALCOAST 176/20 VIRTUAL VESSEL SAFETY CHECK

The "V" department at National has authorized "Virtual Vessel Safety Checks." These are done by the boater independent of the Auxiliary. Once they have taken the self evaluation, they have to contact a member of the Auxiliary to do a "real" Vessel Safety Check. Should you be contacted by someone who has completed the Virtual Vessel Safety Check you will be able to schedule a "real" vessel safety check once permission to assume activities is given. NO VESSEL SAFETY CHECKS ARE TO BE DONE AT THE PRESENT TIME UNTIL FURTHER NOTICE.



Very respectfully submitted

Handwritten signature of Gary P. Barth

"Encourage - Empower - Engage"

## Sunshine Skyway Bridge Disaster

The Sunshine Skyway Bridge plunged into Tampa Bay 40 years ago, May 9, 1980.



One of the worst disasters in bay area history took place when a freighter struck the bridge on May 9, 1980, killing 35 people.

It was 40 years ago that the storm-blinded freighter *Summit Venture* crashed into the support columns of the old Sunshine Skyway bridge, causing a 1,200-foot span of the bridge to collapse into the bay.

At 7:33 a.m., 35 lives were lost. They died in the six cars, truck and Greyhound bus that fell 150 feet into the water below.

The bus took 26 lives. Nine people died in the other vehicles.

The Tampa Bay area was already reeling from a deadly incident that took place in those very waters beneath the bridge 102 days earlier. The Coast Guard cutter *Blackthorn* collided nearly head-on with an oil tanker on Jan. 28, 1980.



The 180-foot buoy tender was leaving the bay when it crashed into the 605-foot *Capricorn* as it entered the bay. The Coast Guard vessel survived — but then the tanker’s anchor suddenly gashed the smaller vessel’s hull.

The *Blackthorn* sank in 10 minutes, killing 23 guardsmen — nearly half the crew were trapped as it sank in 40-feet of water. It is considered the Coast Guard’s deadliest peacetime disaster, one blamed on an inexperienced officer navigating an unfamiliar and difficult channel.

Three months later, the Sunshine Skyway disaster would also be caused by a vessel trying to navigate the difficult channel into Tampa Bay.

In 2000, a “St. Petersburg Times” article by Jean Heller described how the disaster unfolded:

Capt. John Lerro was the harbor pilot trying to guide the freighter Summit Venture, a ship two football fields long, into the 58.4-mile channel that leads to the Port of Tampa. It is a long and treacherous channel thanks to the shallow depth of the bay and Florida’s unpredictable weather.

The freighter was already dealing with fog when it was hit by 60 mph, tropical-storm force winds and blinding rain.

The radar went down, too, when Lerro had to decide when to turn the Summit Venture between two of the Skyway’s main piers as the storm hid the ship’s bow from its pilot.

On the bridge, Lerro considered his options. Visibility was terrible. There was also a ship leaving the bay approaching. Unable to track the approaching ship Pure Oil, the pilot judged it too risky to turn out of the shipping channel — what if he turned into the path of the oncoming ship?

If he tried to bring the Summit Venture to a halt, the winds could cause the freighter to lose control and fling it into the bridge.

The best course, Lerro decided, was to get the Summit Venture safely between the bridge’s pillars. But he misjudged the winds, unaware that a squall had changed the direction of the wind, pushing the freighter out of the channel and off-course. The vessel was also empty, riding high on the waves.

A minute before impact, the skies cleared just enough for Lerro to see the Sunshine Skyway before him. Despite a flurry of last-second maneuvers, it was too late.

At 7:33 a.m., the bow of the Summit Venture struck bridge pier 2S. The pier came down, and so did Interstate 275 above it during rush hour.

Lerro radioed the Coast Guard for help: “Get emergency . . . all the emergency equipment out to the Skyway bridge. Vessel has just hit the Skyway bridge. The Skyway bridge is down! Get all emergency equipment out to the Skyway bridge. The Skyway bridge is down. This is Mayday. Emergency situation. (Nearly screaming) Stop the traffic on that Skyway bridge!”

A state inquiry later cleared Lerro of negligence. The Coast Guard found that his decision to sail in zero visibility contributed to the crash.

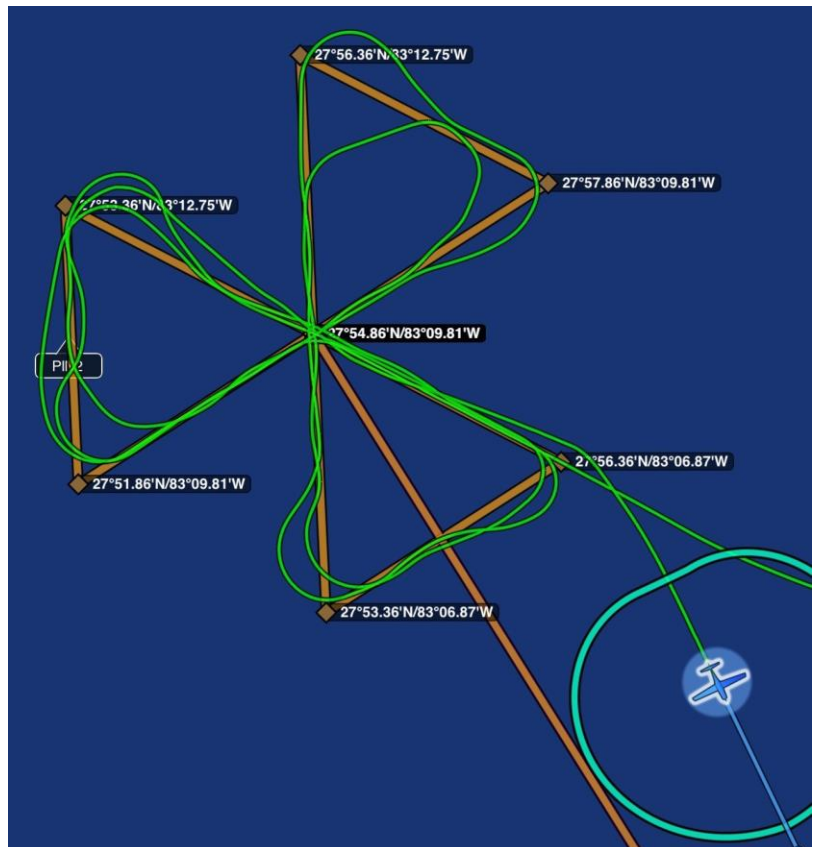
Yet many factors were found to be beyond the pilot’s control: The storm that blinded the ship was not forecast; Lerro had no idea the oncoming tanker had anchored and was no longer a threat; a passing pilot never warned Lerro about the storm.

Source: “Tampa Bay Times” articles and photos.



# Air Crew Search Patterns

John Landon (left) from Flotilla 11-10 and Bill Scholtz (right) his Air Crew shared with us what their flight pattern looks like when they fly the North & South Route, and when they do a search pattern. These were taken prior to when the Shelter in Place began. Photos and graphics by John Landon.



## Love Bugs

"Love bugs" are the result of a genetic experiment gone wrong at the University of Florida.



**False** Source: snopes.com



The "love bug," a fly in the *Bibionidae* family (also known as the honeymoon fly, telephone bug, double-headed bug, united bug, and March fly), is a nuisance any Florida motorist is unhappily more than passingly familiar with. Though these bugs neither bite nor sting, at certain times of the year their sheer numbers transform these innocuous insects into airborne

hordes seemingly determined to devil anyone fool enough to take to the road.

The adults splatter on windshields, lights, grills, and radiators of motor vehicles, and their dried remains can be difficult to remove. Suicidal pairs of love bugs have been known to cause overheating of motors when large numbers of them are drawn into the cooling systems of liquid-cooled engines.

Every May and September these sex-crazed critters become an annoyance bordering on intolerable as the air teems with mating pairs. But the "love bugs" haven't always been part of the Floridian landscape, thus we've seen an abundance of "mad scientist" stories about how the state came to be infested with them. (Love bugs are not solely a Floridian plague; they range throughout the Gulf states and into Mexico and Central America, as well as up into Georgia and South Carolina. But they seem particularly enamored of Florida.)

Truth is, Mother Nature is far more to be feared than any mad scientist and is far more capricious. In this case, she inspired some of her children to migrate to a new area, and in doing so prompted the creation of a number of rumors which attempt to explain why these critters came to take up residence in places where they weren't found before.

Love bugs are not the result of a genetic cloning experiment gone wrong, nor were they unwittingly loosed from a research facility charged with studying exotic insects. They also weren't bio-engineered as a natural solution to the mosquito problem, as love bugs do not eat mosquitoes.

These overly amorous critters are native to Central America; the best guess as to how they came to these United States as undiscovered stowaways who arrived by ship in Galveston or New Orleans around 1920. They migrated into Florida in 1947 from Louisiana, looked around, liked what they saw, and decided to stay. Their natural capacity for reproduction took care of the rest.

As the legend goes: Decades ago, with the mosquito population out of control, the University of Florida's mad scientists decided to fight back. That is how the red and black lovebugs were created.

Philip Koehler, an endowed professor in UF's entomology department, wasn't sure how the myth started but said it's impossible.

**"If we'd created them, they would be orange and blue," he said.**

Article source: [snopes.com](http://snopes.com)

The male love bug dies after mating and is dragged around by the female until she lays her eggs.



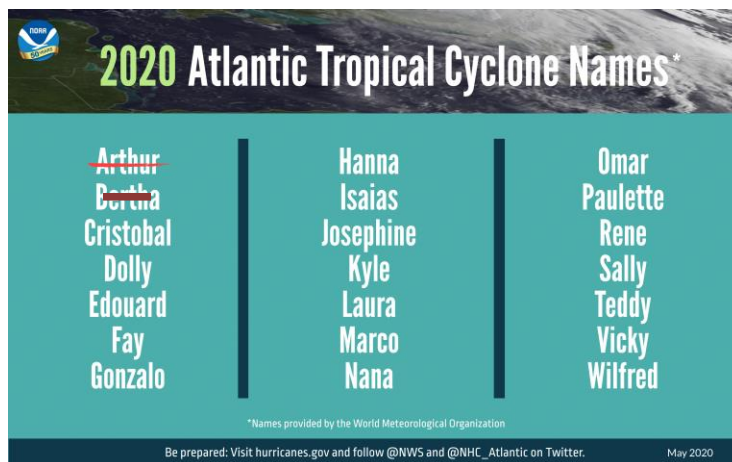
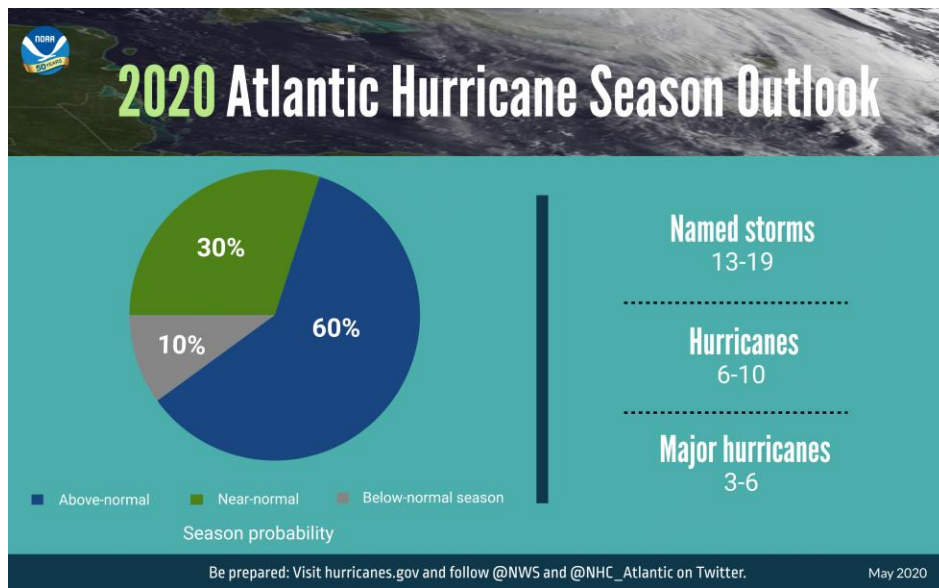
**Do not leave love bug residue on the front of your car, it can etch the paint.**

- Try cleaning with baby oil
- Use baby shampoos
- Use a water and vinegar solution

# Busy Atlantic hurricane season predicted for 2020

As if the Pandemic and Love Bugs weren't enough, an above-normal 2020 Atlantic hurricane season is expected, according to forecasters with National Oceanic and Atmospheric Administration (NOAA)'s Climate Prediction Center, a division of the National Weather Service.

The outlook predicts a 60% chance of an above-normal season, a 30% chance of a near-normal season and only a 10% chance of a below-normal season. The Atlantic hurricane season runs from June 1 through November 30. We have had two named storms before the official start of hurricane season.



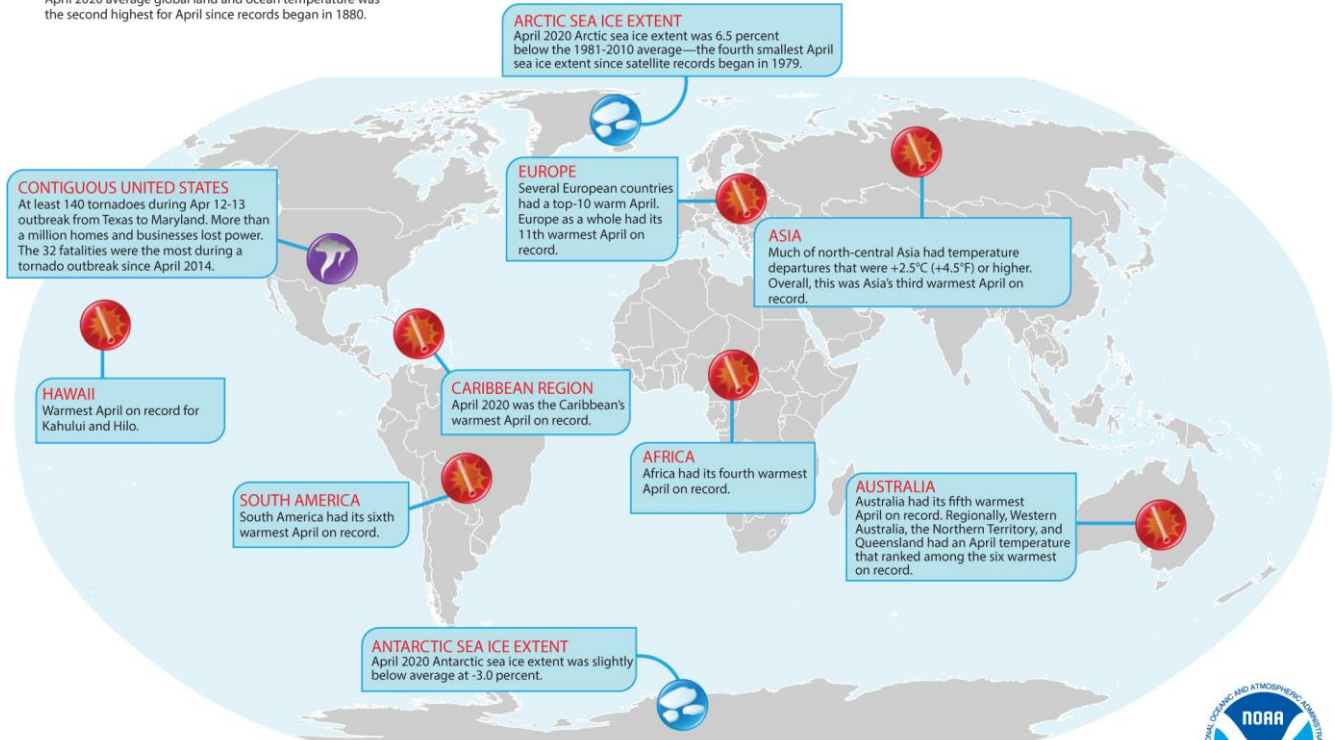
Source: National Oceanic and Atmospheric Administration (NOAA)

## April 2020 was Earth's 2nd hottest April on record

### Selected Significant Climate Anomalies and Events: April 2020

#### GLOBAL AVERAGE TEMPERATURE

April 2020 average global land and ocean temperature was the second highest for April since records began in 1880.



Please note: Material provided in this map was compiled from NOAA's State of the Climate Reports. For more information please visit: <http://www.ncdc.noaa.gov/sotc>



## Flotilla Staff Officers

<b>ELECTED OFFICERS</b>	
<b>FC Flotilla Commander</b>	<b>Kristi Mackey</b>
<b>VFC Flotilla Vice Commander</b>	<b>Robert Bonnem</b>
<b>IPFC Immediate Past Flotilla Commander</b>	<b>Samuel G. Walker</b>
<b>FLOTILLA STAFF OFFICERS</b>	
<b>FSO-CM Communications</b>	<b>Edward Roots</b>
<b>FSO-CS Communications Services</b>	<b>Walter P. Murray</b>
<b>FSO-DV Diversity</b>	<b>Larry Gilbert</b>
<b>FSO-FN Finance</b>	<b>Jimmy R. Ryder</b>
<b>FSO-HR Human Resources</b>	<b>Kristi Mackey Wally Weakley assistant</b>
<b>FSO-IS Information Services</b>	<b>Walter P. Murray</b>
<b>FSO-MA Materials</b>	<b>Charles Whitener</b>
<b>FSO-MS Marine Safety and Environmental Protection</b>	<b>Douglas W. Simpson</b>
<b>FSO-MT Member Training</b>	<b>Harvey Prior</b>
<b>FSO-NS Navigation Systems</b>	<b>Larry Gilbert</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>Judith Ann Deeley</b>
<b>FSO-PB Publications</b>	<b>Ronald Shebanek</b>
<b>FSO-PE Public Education</b>	<b>Cono F. Casale</b>
<b>FSO-SR Secretary/Records</b>	<b>Judith Ann Deeley</b>
<b>FSO-VE Vessel Examination</b>	<b>Gordon Thomas</b>



## Upcoming Dates

**Cancelled until further notice**

# BE A RESPONSIBLE BOATER

Please work with us to keep your marina community safe, healthy and open. Ongoing concerns about the coronavirus and the effectiveness of social distancing in boating has forced some lawmakers to restrict boaters' time on the water and temporarily close marinas.

Your actions are essential to helping keep fuel docks and marine service businesses open. Following a few simple rules will keep you safe, our employees safe, and allow you to enjoy your boat. If you are not doing so already, please follow the most current CDC guidelines on social distancing. Thank you for doing your part to keep our boating community healthy and preventing the spread of the coronavirus. *Help us by:*



**DO NOT raft-up  
with other boats**

**DO NOT congregate on dock**

**KEEP YOUR DISTANCE  
from other groups**



**LIMIT passengers to  
members of your household**

For more information on CDC guidelines visit: <http://www.cdc.gov/coronavirus>