



# 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



Every October 31st, people all over the United States celebrate Halloween. Children and parents dress up in costumes and attend parties, visit haunted houses, and eat Halloween candy. Most kids spend the night “trick-or-treating,” going door-to-door to collect treats from their neighbors and friends.

We consider Halloween to be a night of fun, it wasn't always perceived that way. In fact, Halloween wasn't always celebrated in the United States. How did Halloween become so popular? Here's how the history of Halloween in the United States began.

Please be careful driving on 31 October, observe COVID-19 protocols and stay safe!

Happy Halloween Flotilla 11-10

Robert Bonnem  
Flotilla Commander



## Early Origins of Halloween

While historians debate if the origins of Halloween or All Hallow's Eve, originated in the 5th century BC or the Middle Ages, they do agree this holiday has both pagan and religious roots. The Gaelic harvest celebration known as Samhain marked the end of the growing season and the beginning of winter in Celtic England, Ireland, and Scotland. Many Celts believed the barriers between the natural world and the supernatural world vanished on Samhain and that the dead could walk among the living.

As part of the festivities, people would light fires, dress in animal costumes, and tell each others fortunes. Over time, the holiday evolved. The Catholic Church turned November 1st, the original date of Samhain, into a religious holiday called "All Saint's Day" or "All Hallows", making October 31st the date of "All Hallow's Eve" or what we now refer to as Halloween.

## First American Halloween Parties

American colonists are responsible for initially bringing Halloween to the United States. Most of the colonists were English Puritans who celebrated Samhain before traveling to their new Country. Although the Celtic religious traditions had long been replaced by Christianity, many of the old practices remained. Influenced by a variety of cultures, the Halloween traditions in the American Colonies began to meld and change.

In the New World, All Hallow's Eve became a time for "play parties", which were private parties thrown to celebrate the harvest. Many dressed in costume and told scary stories. These first Halloween parties helped shape the history of Halloween into the celebrations we have today!

## History of Trick or Treating

In the mid-1800s, Irish immigrants came to the United States, bringing their Halloween traditions with them. This included dressing up in costumes, asking their neighbors for food and money, and pulling pranks in the evening on Halloween. Americans started doing the same thing, which eventually turned into what we now know as trick-or-treating. However, it wasn't until recently that treats became more common than tricks.

For Example, In the 1920s, rowdy pranks had become expensive and costly, especially in major cities. Over time, cities and towns began organizing tame, family-oriented Halloween celebrations, which eventually helped reduce the number of reported pranks. Once candy companies began releasing special Halloween-themed candies, our modern idea of "trick-or-treating" was born.

Halloween, as we know it today, is one of our oldest holidays. It wasn't always celebrated in the United States, but it has become an important and fun part of our culture.

Reprint of an article by Gwen Watson Photo by Rob B. Mem Bat image VIPPNG.com



## Auxiliary Training Trivia



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

### Examination Day – Boat Crew Member (BCM)

A good day but yet one of the most nerve-racking days every three years in the life of an auxiliary boat crew or coxswain is requalification day.

Auxiliary qualified boat crew members and coxswains must have their task proficiency rechecked every three years as part of maintaining qualification currency. This is in addition to annually attending an Operations Workshop and a Team Coordination Training (TCT) refresher. There is also a twelve hour per year underway under orders requirement to be met.

Due to COVID-19, the Coast Guard is granting a one year extension to those members who had their last qualification in 2017, 2018 or 2019. This means the 2017 group is due to requalify by the end of this year.

Qualification Examiners (QE) are trained to determine if a candidate has the basic skills and knowledge to safely perform the various tasks that the position may require. Most QEs are Auxiliarists but sometimes it is a regular Coastie. Besides checking tasks, the QE may also offer suggestions on ways that might be easier, safer or faster to accomplish the goal.

Requalification day usually begins inside a room with everyone involved present. Over the next hour or so the requalification candidates will demonstrate tying several common knots, answer questions from the QEs regarding anything qualified members should know and answer questions that require chart plotting. On rare occasions, an unprepared candidate's day will end here. Normally, everyone will now leave the classroom and move to the vessel facilities.

The initial part happens on the boat and are part of routine that should be followed every time the vessel gets underway. Before the engine is started, a boat briefing (where is everything on the boat located), a mission briefing (what are we scheduled to do), a crew briefing (how does each person feel, are the

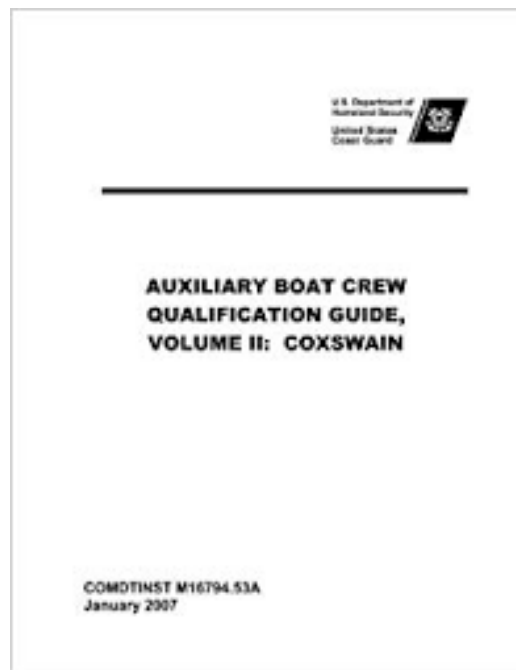
medical issues others should know about, is everyone in proper uniform with the proper personal protection equipment on) and a risk calculation review are performed. Only after every item is satisfactorily reviewed does the boat get underway.

There are several underway activities that must be completed. The towing evolution involves one boat approaching another auxiliary facility, determining if it is disabled, taking it in a stern tow, transferring the boat to a side tow and taking it to a dock. The vessel must be correctly anchored and the anchor recovered. There will be a simulated man overboard event where each person must perform the necessary tasks to quickly and safely get the person back onboard and checked out. Throughout all of these activities proper watches and communications must be maintained. The underway activities are not complete until the boat is moored at the dock and a crew debriefing occurs.

Finally, the QEs will review the activities and the performance of the individuals. This is aimed at helping everyone continue to improve. Most Auxiliarists will be informed that they successfully completed the review and in a few days this will appear in AUXDATA II.

The few whose performance rated as unsatisfactory will be placed in Administrative Hold and are not considered as currently certified. Failed members may receive additional training and attempt another QE review in the future.

For Jon Nicholls and Harvey Prior, September 16, 2021 was a successful Requalification Day. Despite a thunderstorm that sent the vessels to dockside for over thirty minutes, the mission was completed. Both of our members received good reviews by the QEs.

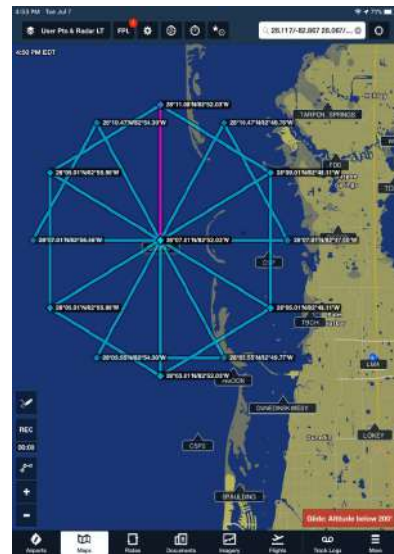
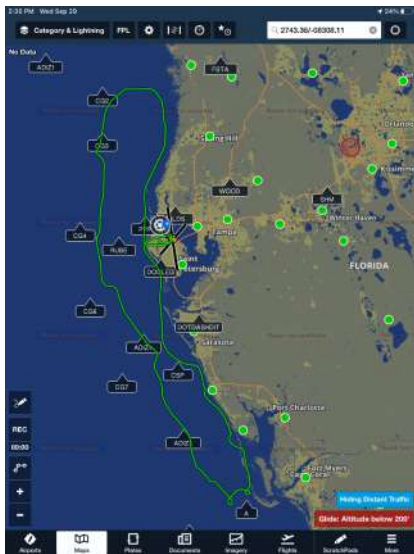


# AUXAIR Update

John Landon is continuing to fly AUXAIR missions for Sector St. Pete. The images below show recent flight patterns.

He recently completed a swim test at the Air Station Clearwater which is required for all pilots and crew and is supervised by their rescue swimmers. The test required swimming three laps in the pool wearing a survival vest, without touching the bottom or sides of the pool and ending with hauling oneself into a life raft. He also reported that he is still seeing signs of Red Tide offshore

Photo is of a dredge ship off Sanibel dumping its spoil



Article and images by John Landon

# 2021 Hurricane Season

September has been a very active month with 11 named storms and was the peak of the season. Ida was one of the most powerful hurricanes to hit Louisiana ever and went on to ravage the northeast with flooding rains. The month ends with Hurricane Sam which has been a category four storm and luckily it is not expected to strike the United States. Tropical Storm Victor just formed at the time of publication.

That will leave only one name, Wanda, left on the 2021 list. Last year we ran out of names and started using the Greek alphabet. This year, a supplemental list of names will be used if necessary and not the Greek alphabet.

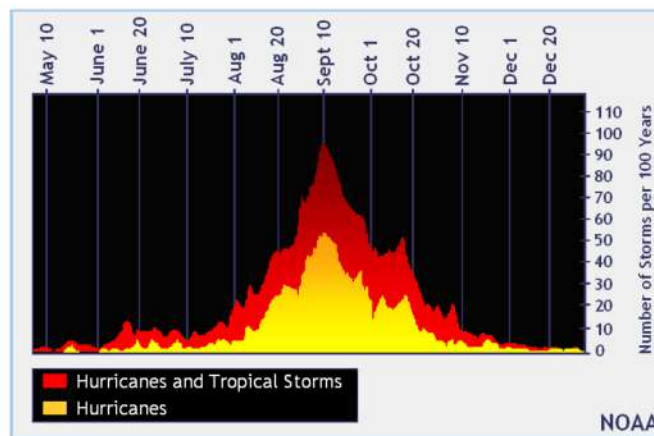
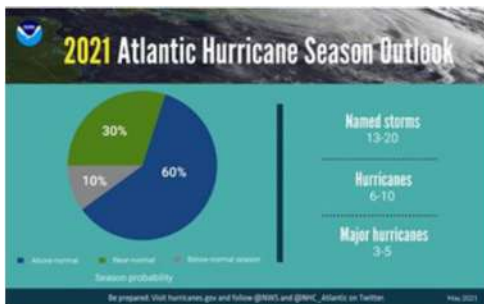
Both Ida and Sam went through rapid intensification. What is “rapid intensification”?

According to NOAA, it is an increase in the maximum sustained winds of a tropical cyclone of at least 30 kt in a 24-hour period. Unfortunately this is occurring with more and more frequency.

The peak of the season was September 10, and there is another mini peak coming in mid October.

September month-end water temperature at Clearwater Beach was 85 degrees.

Article source: NOAA



## 9/11 Remembrance



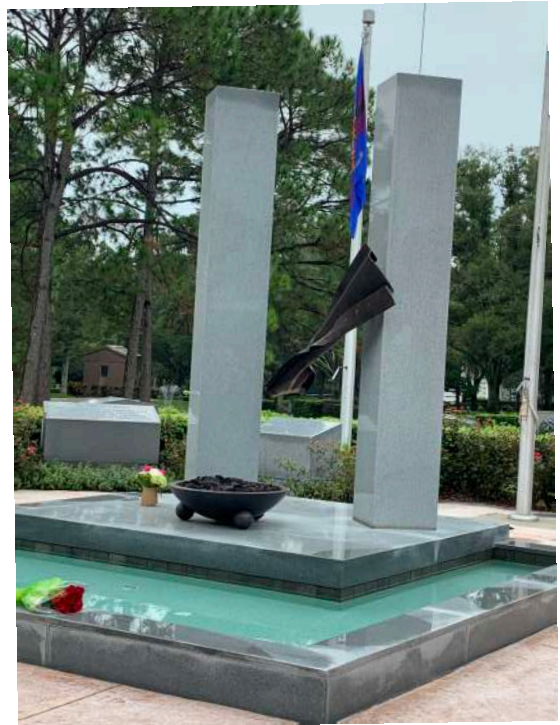
Twenty years, amazing. September 11, 2001 will always be seared in your memory as if time stood still. I was working from my home office getting ready for a flight to Houston the next day, A friend called me that morning and said “turn on your television” and then hung up.

When I turned it on, I was struck by the crystal clear blue sky of that New York morning and then shocked by the smoke billowing from the first tower. As I was watching in horror, I saw the second plane fly into the second tower and the world was forever changed.

The next morning when I went outside I was struck by how quiet it was without planes in the air.

11-10's Joan Gutek was an aircraft controller at the Flight Service Station at St. Petersburg/Clearwater Airport that day. She remembers, “As the towers were hit on that day, Ben Sliney, who was chief of Air Traffic Operations at the FAA command center in Virginia gave an unprecedented order to land all aircraft in the air at the nearest possible airport. It was his first day on the job in his new position. A nationwide ground stop was made to stop all commercial, military, and private aircraft from taking off and all planes in the air were told to land at the nearest airport as soon as possible. International flights were told to return to their departure points or to land somewhere outside the US.

According to the FAA radar records, almost 5,000 aircraft were safely guided to the ground in under two hours. In the days that followed, radar, which was usually crowded with active flights both private and commercial, eerily showed only a few military aircraft in the air across the entire United States.”



Photos from the Palm Harbor 2021 9/11 Remembrance by Joan Gutek and Buddy Casale



## Coast Guard Led 9-11 Water Evacuation Was 'Bigger Than Dunkirk'



The U.S. Coast Guard led a water evacuation of more than 500,000 people from Manhattan following the Sept. 11, 2001 terror attacks on the World Trade Center towers in an action that moved more people from the island than the 1940 evacuation of Allied troops from France, according to an oral history of former USCG commandant, Adm. James Loy.

Following the collision of the two planes into the towers, hundreds of thousands were trapped on the southern tip of the island unable to escape by bridge. A hodge-podge of area vessels were put into service — tugs, ferries, New York police and fire boats and private vessels — to evacuate the southern tip of Manhattan, Loy said.

“The Staten Island Ferry, the Governors Island Ferry, the tour boat that runs around Manhattan became an ad hoc armada that off-loaded almost a half a million people to the water from South Manhattan,” Loy said.

The evacuation — in numbers — was, “bigger than Dunkirk,” referring to the 1940 World War II evacuation of 338,226 British, French and Belgian soldiers by mostly private vessels from France to the U.K.

“The direction was being provided by young Coast Guard officers from Staten Island that just happened to be on whatever platform they were standing on, kicking ass and taking names and directing traffic and pulling off this unbelievable debarkation from Manhattan,” Loy said.

Article and picture source: US Naval Institute

## Tampa Bay Loses 6,350 Acres of Seagrass Over Past Two Years



The amount of healthy seagrass in Tampa Bay is lower than previously estimated.

Thursday, September 9, a Southwest Florida Water Management District official said Tampa Bay had seen a 16 percent decline in seagrass, or more than 6,350 acres, over two years ending in 2020. That's higher than estimates released in April that measured a 13 percent drop.

"That sends up an alarm that something is going on that we need to pay attention to," said Chris Anastasiou, chief scientist of the water district's surface water improvement and management program.

His comments came Thursday during a presentation to the Hillsborough County commissioners sitting as the Environmental Protection Commission.

The numbers released in April were provisional, Susanna Martinez Tarokh, a spokeswoman for the water management district, told the Times. The amount of lost seagrass was revised upward after field verification work in Old Tampa Bay and Hillsborough Bay, she said.

The final mapping data showed seagrass acres declined from 40,651 in 2018 to 34,298 in 2020 according to measurements taken from the Manatee River north to Old Tampa Bay.

The decline is a regional phenomenon that extends beyond Tampa Bay, said Anastasiou. The number of seagrass acres dropped 18 percent in Sarasota Bay and 23 percent in Charlotte Harbor during the same two-year period. The numbers in Clearwater Harbor, however, were virtually unchanged.

The decline in Tampa Bay seagrass follows a smaller drop documented in 2018. Prior to that, the biennial measurements had shown expanding seagrass beds since 1999.

Article and photo source: *the tampabaytimes*.

# Goodbye Ivory Billed Woodpecker



You can't make this stuff up!

The U.S. Fish and Wildlife Service is proposing to remove 23 species from the Endangered Species Act (ESA) due to EXTINCTION. Based on rigorous reviews of the best available science for each of these species, the Service has determined these species are extinct, and thus no longer require listing under the ESA.

Article and photo source: U.S. Fish and Wildlife Service

Species Name	Where Found
Bachman's warbler	FL, SC
Bridled white-eye (bird)	GU (Guam)
Flat pigtoe mussel	AL, MS
Green-blossom pearly mussel	TN, VA
Ivory-billed woodpecker	AR
Kauai akialoa (bird)	HI
Kauai nukupuu (bird)	HI
Kauai 'ō'ō (bird)	HI
Large Kauai thrush (bird)	HI
Little Mariana fruit bat	GU (Guam)
Maui ākepa (bird)	HI
Maui nukupu'u (bird)	HI
Molokai creeper (bird)	HI
<i>Phyllostegia glabra</i> var. <i>lanaiensis</i> (plant)	HI
Po'ouli (bird)	HI
San Marcos gambusia (fish)	TX
Scioto madtom (fish)	OH
Southern acornshell mussel	AL, GA, TN
Stirrupshell mussel	AL, MS
Tubercled-blossom pearly mussel	AL, IL, IN, KY, OH, TN, WV
Turgid-blossom pearly mussel	AL, AR, MO, TN
Upland combshell mussel	AL, GA, TN
Yellow-blossom pearly mussel	AL, TN

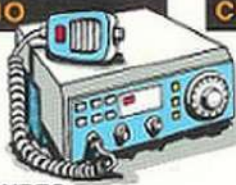
<b>ELECTED OFFICERS</b>	
<b>FC Flotilla Commander</b>	<b>Rob Bonnem</b>
<b>VFC Flotilla Vice Commander</b>	<b>Gordon Thomas</b>
<b>IPFC Immediate Past Flotilla Commander</b>	<b>Kristi Mackey</b>
<b>FLOTILLA STAFF OFFICERS</b>	
<b>FSO-CM Communications</b>	<b>Scott Birdwell</b>
<b>FSO-CS Communications 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>



## STANDARD MARINE DISTRESS SIGNALS

### MARINE RADIO

**DISTRESS CALL**  
 USE: 2182 kHz (MF)  
 OR CHANNEL 16,  
 156.8 MHz (VHF)



### CALLING PROCEDURES

**MAYDAY** Immediate danger for persons or ship

**PAN-PAN** Urgent message concerning safety of a person or ship

- Give vessel name and call sign
- State position of vessel
- Describe nature of emergency

### RADIOTELEGRAPH

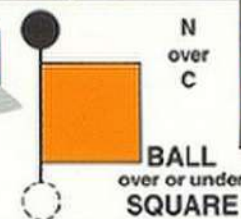
- (S.O.S.) 500 kHz

### EMERGENCY POSITION INDICATING RADIOBEACON (EPIRB)

- USE ALARM SIGNAL



### CODE FLAGS



### SOUND SIGNALS

Continuous foghorn, bell or whistle.  
 1 - minute intervals:  
 gun or any explosive

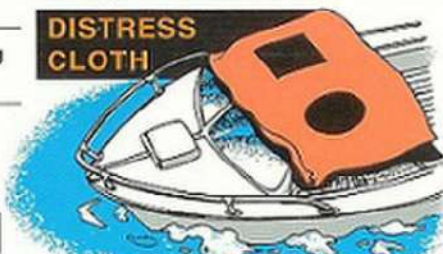


### FLARES

- TYPE A: Parachute rocket
- TYPE B: Multi-star rocket
- TYPE C: Hand-held
- TYPE D: Buoyant or hand-held orange smoke



### DISTRESS CLOTH



### ARM SIGNAL

Do not use this signal near helicopters (different meaning).



### DYE MARKER



### FLASHLIGHT

