



Wet Gazette

July 2010

Volume 1, Issue 4

UNITED STATES COAST GUARD AUXILIARY

DISTRICT 7, FLOTILLA 11-10
DUNEDIN, FLORIDA

JIM RYDER, FC

MAXELL GARRISON, VFC

BM2 BRIAN CROSS, LIAISON

Inside this issue:

Change of Watch	1
Veronique's View	2
New Members	6
Opportunities	7
Division 11 Goals	19
Calendars	12

<p>CHANGE OF WATCH</p> <p>U.S. COAST GUARD AIR STATION CLEARWATER</p>

A routine Change of Watch ceremony scheduled for Thursday, 3 June, suddenly became a technological first when outgoing U.S. Coast Guard Air Station Clearwater commander, Captain Todd Sokalzuk, suffered an acute episode of appendicitis on Tuesday and underwent emergency surgery.

Although Captain Sokalzuk was unable to attend the ceremony in person, he was still able to participate in handing over command of the Air Station through the miracle of the computer and good old Coast Guard ingenuity. Using a laptop, Skype, and a cell phone, Captain Sokalzuk was able to introduce incoming commander, Captain John G. Turner, to his staff.



Captain Todd A. Sokalzuk

Rear Admiral William Baumgartner presided as Commander Timothy Gilbride, acting commander of the Air Station, relinquished command to Captain Turner.

Special points of interest:

- New Member joins crew as trainee
- Change of Watch
- Happy Birthday, Coast Guard!
- Awards

Editor: Rosemary Bloomfield
auxpbrnb@gmail.com



Captain John G. Turner



I RECENTLY JOINED THE UNITED STATES COAST GUARD AUXILIARY

By: Veronique (Balsa) Koken, more easily known as “V”.

I recently joined the Coast Guard Auxiliary, Dunedin Flotilla 11-10, and I must say I couldn't be happier about that decision. I am writing this article to share my experience as a new member and trainee, in order to perhaps help motivate others at the same introductory stage who might not have yet dared to “take the plunge”.

At the beginning, both David Lemon and Maxell Garrison were instrumental in assisting me with membership documentation; then I procured my uniforms; attended the swearing-in ceremony; and was ready to start learning when I was handed piles of paperwork including an 888-page manual to study. I took a pause... I'd always made a point in my personal goals to give back, because I felt I'd been lucky to receive much from life, so I volunteered—WWF, UNICEF, Clean Up The World, PTA, Air Force Auxiliary, NASA, and so on. Now the Coast Guard Auxiliary: Did I really have time for all that? Was it really worth it? And what was I getting myself into?

The answers to those three questions came quite naturally as I met the different members of the flotilla and began to flip through the pages. The Coast Guard Auxiliary is obviously a well-managed organization, with clear and honorable goals, which counts on individuals who truly respect the values of integrity, discipline, and team work. I wanted to be a part of it, and despite the somewhat intimidating initial load of information to absorb, I believe the key is to look at the big picture, persevere, and get physically going.

So I reached page 587 of the manual and went on three patrols in five days.

MAY 15:

The first patrol's mission involved Safety and Training aboard “Harmony” belonging to Bill Clark, Coxswain. Also aboard were Tom Loughlin and Heidi Warner, whom I had previously met when volunteering at one of Heidi's Public Affairs events. All three were very helpful in introducing me to important concepts such as safety rules; the GAR model; navigation using charts and on the water; securing lines; using the emergency signaling mirror and strobe light, as well as describing the use of flares; man overboard procedures; taking the helm to steer a compass course; and let's not forget anchoring...



Bob Holden, Veronique Koken, and Jim Ryder

MAY 18:

The second patrol was supposed to include C-130 Training Support but that was postponed until the next day, so I still went for training aboard “The Sentinel”, Coxswain Tom Loughlin's vessel, along with Bob Holden and Jim Ryder.

During the course of our patrol, I was able to sign off another half a dozen tasks in my Crew Member's Auxiliary Boat Crew Qualification Guide:

- Assisting the Coxswain with a Pre-Underway Check-off
- Standing a Look-out Watch
- Casting off and Stowing Lines and Fenders
- Preparing for, Mooring, and Securing the Boat to a Dock
- And various Communications tasks

Both Bob and Jim also instructed me in knots, but I'll definitely have to practice those a lot more!





MAY 19:

The C-130 did materialize the next day for my third patrol, along with two “Coasties” we picked up on the way to the drop zone.

Tom Loughlin was once more the Coxswain for “The Sentinel”, and this time we had Walt Murray and Bob Bruorton joining us. Tom had described the C-130 Airdrop Training as something not to be missed, and for sure, it was unique!

I had often admired that type of aircraft across from my office at the St. Petersburg-Clearwater Airport, but now I would have the opportunity of seeing first-hand one of the training missions performed.



Walter Murray, Veronique Koken, Bob Bruorton, Tom Loughlin

The exercise occurred in different phases with flares, drill barrels and bags, and finally, a message drop. The most memorable moment was a low pass by the C-130 before it headed back to base.



AWESOME SIGHT !



The “Coasties” performed well and congratulated the crew on “having the best of times training aboard The Sentinel”. As far as I was concerned, I learned so much more that day, and we ended our patrol with the retrieval of wooden debris I spotted, so it’s rewarding to know I was able to make a helpful contribution too...



What’s next? Yes, I’ll finish reading the manual, train towards my Crew qualification, as well as move forward with the Aux Air requirements since that was the starting point of my participation in the Coast Guard Auxiliary.

I am very thankful to all the members who have assisted me so far in my training, and I hope to continue improving as time goes by so that I, too, can be

“Semper Paratus”.

How well do you know our Coast Guard team members? Identify the Coast Guardsman with Veronique. Answer next issue.

WALTER'S LOG



ARTICLES AND PHOTOS BY WALTER MURRAY

DUNEDIN TRIATHLON 6 JUNE 2010

The Dunedin Triathlon on Honeymoon Island is an annual swim, bike, run event. It is held at the Honeymoon State Park. The event is a fundraiser for the Rotary Club of Dunedin which provides local students with college scholarships, support for local civic projects, and funds many other worthy programs. The triathlon was pioneered in 2004 and has been recognized as a great race through one of the most beautiful areas on the West coast of Florida.

It consists of a 1/4 mile swim, 12 mile bike race and a 3.1 mile foot race. There were approximately 650 participants this year.

Our Flotilla 11-10, Dunedin, has covered all the previous events, but for some reason there was glitch in our being notified this year. It was brought up at our staff meeting 03 June, and within 24 hours it was resolved thanks to the Flotilla Commander Jimmy Ryder. Permits by the Coast Guard were issued, and two Dunedin facilities with crews were ready to shove off at 0600hrs Sunday 06 June. Watch Stander Pakita Leone stepped up and provided our radio guard for the event.

Sentinel with coxswain Tom Loughlin, crew Heidi Warner & Guy Warner covered the north end of the course. *Suzy2* with coxswain Buddy Casale, crew John Tassinaro & Walter Murray covered the south end of the course.

The seas were running 3 to 4 feet, not very conducive to swimming, with winds out of the west at 10 to 15 knots. The swimming event lasted approximately 1.5 hrs, and then *Sentinel* and *Suzy2* rendezvoused off Dunedin Marina for some training. We completed some towing evolutions and then took some time to critique the operations.

There was a pod of Dolphins off the beach in close proximity to the course which suggested they wanted to participate but when they realized there was a 12 bike race and a 3.1 foot race involved, they backed off and went back to dining on a school of mullet.

Here is a video clip on youtube: <http://www.youtube.com/watch?v=mfvB6oj3IpM>





NIGHT OPS

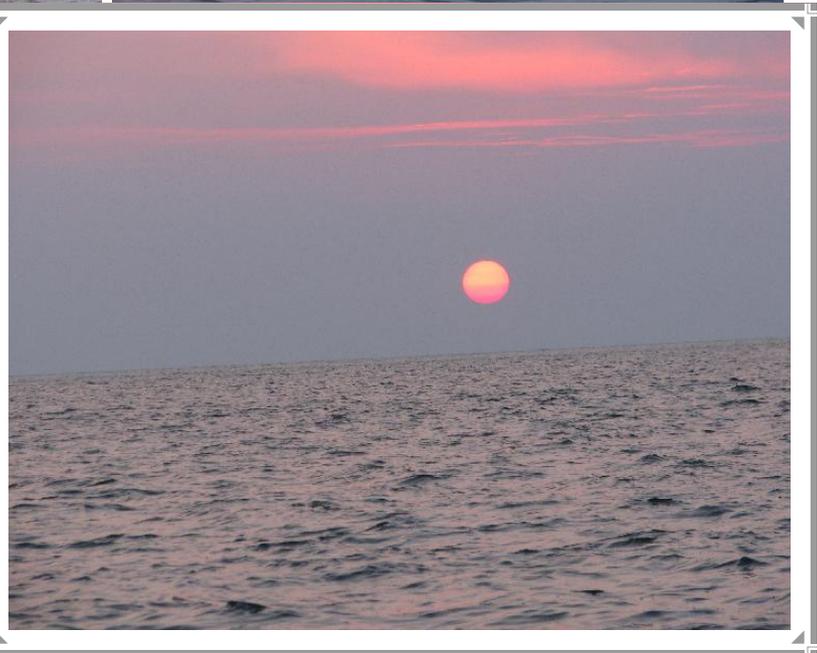
The night ops involved 12 facilities however it was aborted due to a storm headed for the Gulf of Mexico. There was a Search & Rescue (SAR) as the vessels were returning to base. *Resolute II*, coxswain Gary Gray, Crew Larry O'Brien, John Tassinaro & Pakita Leone, was dispatched by Station Sand Key to assist a vessel in distress west of marker 30, St. Joseph's Sound.

A 17 foot vessel with 4 children and 2 adults aboard. The vessel was towed back to Seminole boat ramp in Clearwater. This vessel was not equipped with a VHF radio and was fortunate to have contacted Sand Key via a cell phone. This rescue was executed in darkness with a rather large weather front in the immediate area.

Bravo Zulu to the crew aboard *Resolute II*.

video clip of the lightening, there were a number of large lightning strikes which were not captured

<http://www.youtube.com/watch?v=AkxXsiN1BTY>



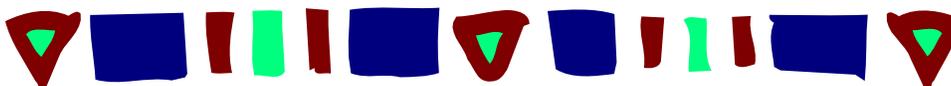
WELCOME ABOARD TO OUR NEWEST MEMBER!



Jim Ryder, Flotilla Commander, swears in John Landon as a new member at the June Flotilla 11-10 meeting at the Red Tail Lounge, Air Station Clearwater.

Stop and chat with John and welcome him to our family!

John, we are delighted that you've become a member of Flotilla 11-10.



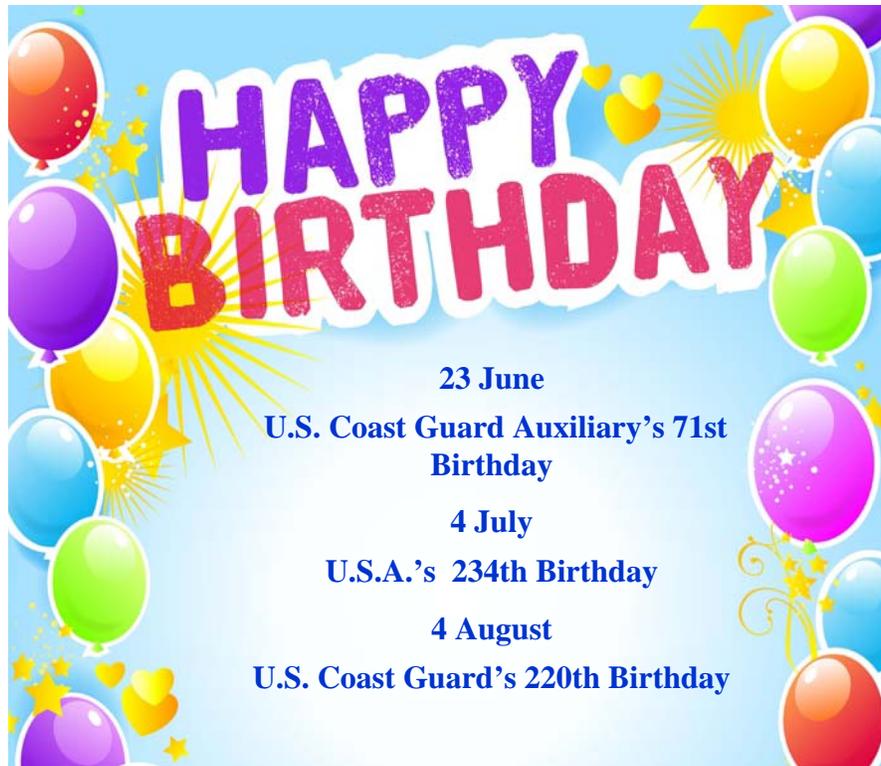
Jim Ryder, FC, and Max Garrison, VFC, present Bob Holden with his Auxiliary Membership Service Award (15 years)



Jim Ryder, FC, presents John Tassinaro with the Auxiliary Commandant's Letter of Commendation & AUXOP Membership

Buddy Casale receives his 8th Sustained Service Award, Auxiliary Performance Awards for Vessel Safety Check and /Recreational Boating Safety Visitation Programs, and the National Commodore's Award.





 **HELP WANTED** 

Partner Visitor Program

Boating Safety education is paramount to our mission. One approach is through visitation to our Program Partners, merchants in our community.

.Buddy Casale is seeking enthusiastic Flotilla members to join him in visiting our Partners and distributing literature, as well as growing our Partner network.

Contact Buddy for more information.

Crew and Watchstanders Needed

Bob Holden, FSO-OP, is always in need of eligible crew for placement on patrol schedules.

Qualified Watchstanders are also needed.

Contact Bob to advise of availability for missions as crew or watchstander.

Trainees must be approved by the coxswain assigned to the patrol and must notify the FSO-OP

Vessel Examiners

Good boating weather is just around the corner. Help support our safe boating mission by becoming a Vessel Examiner.

Trainees welcome!

Contact Bill Clark for more information on training and qualification as an exam-

Instructors and Aides

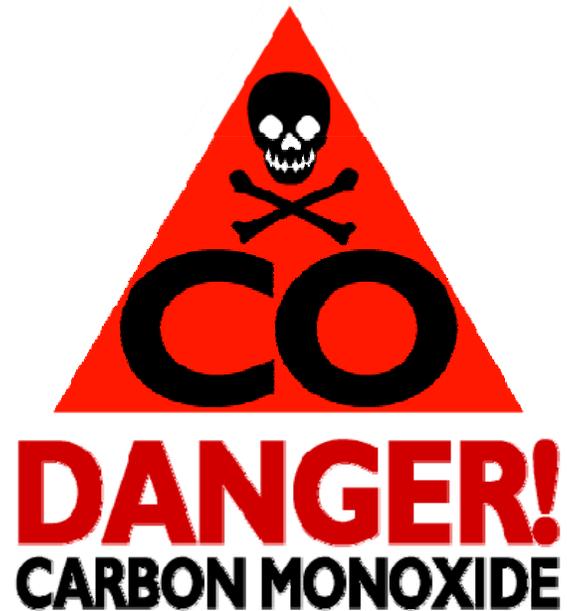
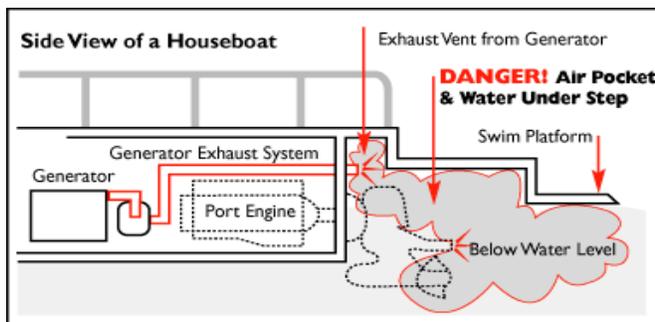
Instructors needed for upcoming courses. Aides and trainees welcomed!

Contact Larry O'Brien, FSO-PE

Contact Bill Clark, FSO-MT for training and qualification information.

Boaters: Protect Yourself from this Silent Killer!

Carbon monoxide can collect within, alongside or behind a boat in minutes in a variety of ways.



Avoid These Death Zones!

- ✦ Swimming near or under the back deck or swim platform. Carbon monoxide from exhaust pipes of inboard engines, outboard engines and generators build up inside and outside the boat in areas near exhaust vents. STAY AWAY from these exhaust vent areas and DO NOT swim in these areas when the motor or generator is operating. On calm days, wait at least 15 minutes after the motor or generator has been shut off before entering these areas. NEVER enter an enclosed area under a swim platform where exhaust is vented, not even for a second. It only takes one or two breaths of the air in this "death chamber" for it to be fatal.
- ✦ Blockage of exhaust outlets can cause carbon monoxide to accumulate in the cabin and cockpit area - even when hatches, windows, portholes, and doors are closed.
- ✦ Exhaust from another vessel that is docked, beached, or anchored alongside your boat can emit poisonous carbon monoxide gas into the cabin and cockpit of your boat. Even with properly vented exhaust, your boat should be a minimum of 20 feet from the nearest boat that is running a generator or engine.
- ✦ Slow speeds or idling in the water can cause carbon monoxide gas to accumulate in the cabin, cockpit, bridge, and aft deck, even in an open area. A tailwind (force of wind entering from aft section of the motorboat) can also increase accumulation.
- ✦ The "station wagon effect," or backdrafting can cause carbon monoxide to accumulate inside the cabin, cockpit, and bridge when operating the boat at a high bow angle, with improper or heavy loading or if there is an opening which draws in exhaust.
- ✦ This effect can also cause carbon monoxide to accumulate inside the cabin, cockpit, aft deck, and bridge when protective coverings are used and the boat is underway.
- ✦ Teak surfing, dragging and water-skiing within 20 feet of a moving watercraft can be fatal.



What to do

- ✦ Educate family and friends about carbon monoxide so they are aware of what the early poisoning signs are. If your boat has rear-vented generator exhaust, check with the boat manufacturer for possible recall or reroute the exhaust to a safe area.
- ✦ Assign an adult to watch when anyone is swimming or playing in the water.
- ✦ Schedule regular engine and exhaust system maintenance inspections by experienced and trained technicians.
- ✦ Keep forward-facing hatches open, even in inclement weather, to allow fresh air circulation in living spaces. When possible, run the boat so that prevailing winds will help dissipate the exhaust.
- ✦ Do not confuse carbon monoxide poisoning with seasickness, intoxication, or heat stress. If someone on board complains of irritated eyes, headache, nausea, weakness, or dizziness, immediately move the person to fresh air, investigate the cause and take corrective action. *Seek medical attention, if necessary.*
- ✦ Install a carbon monoxide detector in each accommodation space on your boat. Check detectors before each trip to be sure they are functioning properly. *If the detector goes off, believe it!*

DO NOT Operate the vessel without doing the following:

Checklist (each trip)

- ✦ Educate all passengers about carbon monoxide poisoning.
- ✦ Make sure all exhaust clamps are in place and secure.
- ✦ Look for exhaust leaking from exhaust system components, indicated by rust and/or black streaking, water leaks, or corroded or cracked fittings.
- ✦ Inspect rubber exhaust hoses for burned or cracked sections. All rubber hoses should be pliable and free of kinks.
- ✦ Confirm that water flows from the exhaust outlet when the engines and generator are started.
- ✦ Listen for any change in exhaust sound that could indicate an exhaust component failure.
- ✦ Test the operation of each carbon monoxide detector by pressing the test button. Make sure the battery is installed properly and is in good condition. Never remove the battery unless replacing it with a new battery.

Checklist (at least annually)

- ✦ Replace exhaust hoses if any evidence of cracking, charring, or deterioration is found.
- ✦ Inspect each water pump impeller and the water pump housing, and replace if worn. Make sure cooling systems are in proper working condition to prevent overheating and burn through the exhaust system. (Refer to the engine and generator manuals for further information.)
- ✦ Inspect each of the metallic exhaust components for cracking, rusting, leaking, or loosening. Pay particular attention to the cylinder head, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- ✦ Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).
- ✦ Annual checklist must be performed by a qualified marine technician.

*

Photos Courtesy of the U.S. Coast Guard.

Produced under a grant from the Aquatic Resources (Wallop/Breaux) Trust Fund administered by the U.S. Coast Guard. Information adapted from the Utah Division of Parks and Recreation and U.S. Department of Interior carbon monoxide brochure.



Division 11 2010 Goals

By Mel Manning, Division 11 Commander

In a desire to foster inclusion and to recruit the participation of all members of Division 11, I present the following; it is Division 11's goals for 2010.

1. Maintain the current state of readiness to support Sector St. Petersburg, Station Sand Key and Coast Guard Air Station Clearwater.

*** Effort: Continue to promote top-notch training for initial crew and coxswain candidates as well as Telecommunications Watchstanders. Promote frequent training among seasoned members in the Operations program.

2. Maintain and grow personnel and facilities to support Goal #1 above as well as new missions such as the Research and Development Radar project.

*** Effort: Time takes its toll on the members and their facilities as well as other activities competing with our members' time. We need to cultivate an interest in our newer members to pursue operational goals and to offer their boats and radios in support of these important missions.

3. Maintain ability to provide Safety Patrols, Regatta Patrols and Holiday Patrols for large and small events. This includes missions such as the Clearwater Yacht Club sailing races, Chasco Fiesta, community Holiday Parades, Fourth of July fireworks, major holidays, etc.

*** Effort: Continue revisions and re-evaluations of the Operational Excellence and Search and Rescue support program for high density weekends and weekdays. Coordination and cooperation among flotillas is essential. Success in this goal is directly tied to success in the efforts related to Goals #1 and #2.

4. Improve Retention of membership; recruitment is good.

*** Effort: Need more emphasis, before signing up new members, on what is expected of them in terms of time, uniforms, training and assuming an appointed position or volunteering to assist in the flotilla's missions. This can take the form of qualifying as a Program Visitor, Vessel Examiner, Instructor, etc., attending Public Education classes as an aide, stepping up and asking for an appointed position such as Secretary Records, Finance Officers, staffing safety exhibits, etc. as well as training in Operations.

5. Emphasize the needs and rewards of RBS programs.

*** Effort: Better utilization of the Mentor Program. Each new member is encouraged to have at least one certification in addition to Operations.



Division 11 2010 Goals

(continued)

6. Enhance coordination among Program Visitation, Vessel Examination, Public Education and Public Affairs to promote boating safety and, particularly, the Auxiliary Public Education programs.

*** Effort: Continue meetings and program(s) development. Division Staff Officers working together on media exposure of classes in various outlets including local and major newspapers, TV, radio, etc. Use best practices to achieve this goal.

7. Strengthen Public Education programs ... class sizes and courses offered.

*** Effort: In addition to publicity, there is a need to train and/or recruit new instructors...professional teachers, professors. Flotillas need to explore and teach new courses that will draw more students.

8. Emphasize the need for all FSO-MTs to be sure that all candidates for boat crew and coxswain are administratively correct (AUXDATA) and proficiently ready for the Qualification Examiner mission.

*** Effort: Member Training Officers should coordinate with the Operations Training Officers to make sure candidates have sufficient time on the water to hone their skills. Prior to any request for a Qualification Examiner mission the Member Training Officer needs to query AUXDATA to determine that the candidates have completed all required mandatory tasks and that they're properly recorded. These need to be communicated to all candidates in a timely manner.

9. Nurture the existing cooperation between the Division and the Flotillas and among the Flotillas.

*** Effort: Continue the monthly elected officer's lunch, sharing of assets and personnel, improve communication between officers and members via the Chain of Leadership and Management, foster inter-flotilla visitation at flotilla meetings by elected and staff officers and attend Division meetings.

10. Member Training, both formal and informal is the essence of success to attain these goals.

*** Effort: Support Member Training courses including AUXOP, C School and day to day mentoring.

11. Fellowship!

SEMPER PARATUS

July 2010

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1 FC/VFC LUNCH 1900 FSO MEETING	2 1937: CGC <i>Itasca</i> , while conducting re-supply operations in the Central Pacific, made the last-known radio contact with famed aviatrix Amelia Earhart and her co-pilot Fred Noonan. <i>Itasca</i> later joined the search for the aircraft	3 OPEX
4 OPEX 	5	6 1942: Coast Guard amphibious aircraft V-166 landed in the open ocean and took aboard 21 survivors of a torpedoed tanker in Gulf of Mexico.	7	8 1900 FLOTILLA 11-10 MTG RED TAIL LOUNGE	9	10 ABS
11 ABS	12	13 AUXWEA	14	15 FC/SO RE- PORTS DUE AUXWEA	16	17
18 SUDDENLY IN COM- MAND (SIC)	19 2001: The first set of the newly authorized Helicopter Rescue Swimmer insignia, or 'wings', were presented to the senior rescue swimmer in the Coast Guard, Master Chief Aviation Survival Technician (AST) Keith Jensen, at Coast Guard headquarters in Washington, D.C	20 AUXWEA	21	22 AUXWEA	23	24 1936:CGC <i>Cayuga</i> , on a cadet cruise through European waters was ordered to San Sebastian, Spain to evacuate U.S. due to the outbreak of the Spanish Civil War. During this deployment the U.S. ambassador to Spain and his staff came on board, and the cutter then served as the U.S. embassy in Spain.
25 1956: The Swedish liner <i>Stockholm</i> collided with the Italian liner <i>Andrea Doria</i> off Nantucket. Coast Guard cutters and aircraft as well as other vessels responded. <i>Andrea Doria</i> sank 10 hours after the collision which resulted in 52 deaths.	26	27 AUXWEA	28	29 AUXWEA	30	31 0900 NS WORK- SHOP AT ASC

August 2010

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2 WN 1995: The 234-foot gambling ship <i>Club Royale</i> sank 90 miles east of Cape Canaveral, Florida, during Hurricane Erin. An HU-25 Falcon from AIRSTA Miami responded to the vessel's EPIRB distress signal. The HU-25 located numerous life rafts and survivors and a HC-130 and two HH-60 Jayhawks from AIRSTA Clearwater were dispatched. The helicopters had been weathering out Erin at Fort Myers Beach	3	4 WN 1790: Congress authorized the Secretary of the Treasury Alexander Hamilton's proposal to build ten cutters to protect the new nation's revenue This date marks the officially recognized birthday of the Coast Guard. 	5 FSO MEETING	6	7
8	9 WN	10 1993:3 vessels collided at the entrance to Tampa Bay. An explosion shook Tampa Bay and shot a fireball hundreds of feet into the air. Small boats from ATON Team St. Petersburg and Stations Cortez, Sand Key and St. Petersburg, CGCs <i>Decisive</i> , <i>Point Steele</i> , <i>Sitkinak</i> and <i>Vise</i> , aircraft from AIRSTA Clearwater and a crew from MSO Tampa responded. More than 300 Coast Guardsmen in total responded to battle the fire, oversee the cleanup, salvage and lightering operations	11 WN	12 11-10 FLOTTILLA MEETING, RED TAIL LOUNGE	13	14 DIVISION AREA FAM ABS
15 ABS	16 WN	17	18 WN	19	20	21 DIVISION MEETING
22	23 WN AUXSCE	24	25 AUXSCE	26 NACON	27 NACON	28 NACON
29	30 AUXSCE	31 1819: The cutters <i>Alabama</i> and <i>Louisiana</i> captured the privateer <i>Bravo</i> in the Gulf of Mexico. The <i>Bravo's</i> master, Jean Le Farges -- a lieutenant of Jean Lafitte -- was later hanged from the <i>Louisiana's</i> yardarm. The cutters then sailed for Patterson's Town on Breton Island to destroy the notorious pirates' den there.				



Dunedin Flotilla 11-10 is a uniformed unit of America's Volunteer Life Savers, the United States Coast Guard Auxiliary. The 50+ members of Flotilla 11-10 augment the US Coast Guard (Sector St. Petersburg, Station Sand Key, Air Station Clearwater) and by providing assistance to boaters in distress along the gulf coast of Florida as well as vessel safety checks and boating courses to prepare fishermen and recreational boaters for safe and enjoyable times on the wa-



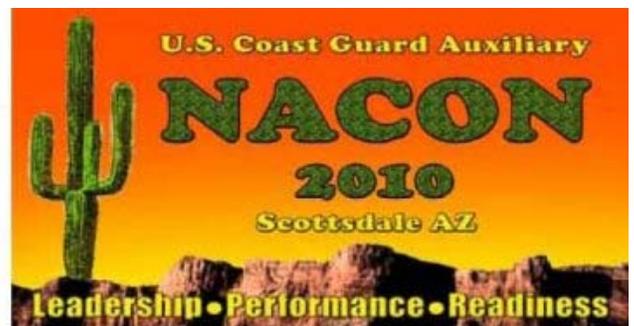
Flotilla 11-10 Staff Officers

Finance	Elaine Clark
Aids to Navigation	John Tassinaro
Communication	Walter Murray
Information Services	Walter Murray
Marine Safety	Max Garrison
Partner Visits	Buddy Casale
Human Resources	Marie Garrison
Operations	Robert Holden
Vessel Examinations	William Clark
Public Education	Larry O'Brien
Communication Services	Larry O'Brien
Materials	Karen Monsen-Hoogs
Member Training	Bill Clark
Public Affairs	Heidi Warner
Publications	Rosemary Bloomfield
Secretary	Elaine Clark
Hospitality	Marie Garrison
Immediate Past Flotilla Commander	Don Hoge

FLOTILLA MEETINGS ARE EVERY SECOND THURSDAY EVENING. MEETINGS START AT 1900 HOURS (7:00 PM) AND ARE HELD AT RED TAIL LOUNGE AT THE CLEARWATER AIR STATION, UNLESS OTHERWISE ANNOUNCED. CALL (727) 736-1191

VISIT OUR WEBSITE AT:
WWW.DUNEDIN-COASTGUARDAUX.COM

2010 UNITED STATES COAST GUARD AUXILIARY NATIONAL CONFERENCE



HOSTED BY THE COAST GUARD AUXILIARY ASSOCIATION, INC.



August 25 – August 29, 2010 | J.W. Marriott Camelback Inn Resort & Spa, Scottsdale, Arizona