EIGHT BELLS

Jeff Blomgren is sworn in as Flotilla 14-8's new Commander by
CWO DeVane Commanding Officer USCG Station Mayport

FLOTILLA COMMANDER	jblomgren1408@bellsouth.net	Jeffrey A. Blomgren
FLOTILLA VICE COMMANDER		
PUBLICATIONS OFFICER	hara701@yahoo.com	Sarah Tamargo

UPCOMING MEETINGS & OTHER ACTIVITIES

FEB	**03**	**Flotilla Meeting – 1930 – Florida Tackle & Gun Club *Election of Officers***
	04	**Operation Workshop - Amelia Island Light House 1900 to 2100**
	06	**First Coast Boat Show (Feb 6th- 8th) Prime Osborn Center**
	09	**AUX Weather (AUXWEA) – Starting Monday and Wednesday at the Amelia Island Lighthouse Cottage 1900 to 2100 (11 classes plus Exam)**
	10	**Flotilla Staff Officers Meeting – Stellar Building 1900 to 2100**
	20	**Eight Bells Deadline – Reports due to FSO-PB**
	28	**About Boating Safety Class – Stellar Building – Contact: Bob Strong**
March	**03**	**Flotilla Meeting – 1930 – Florida Tackle & Gun Club**
	10	**Flotilla Staff Officers Meeting – Stellar Building 1900 to 2100**
	20	**Eight Bells Deadline – Reports due to FSO-PB**

FROM THE FLOTILLA COMMANDER

February 8-11 represented some of the busiest leadership training days I have attended. The days were packed with information and guidelines of a Flotilla Commander's duties and responsibilities. I must tell you all that it was a humbling experience to be with many of the FCs who will be assuming the 7th District's management base. This I can tell you for sure. **There is no way that any one person can manage all the processes of the flotilla.** With an all volunteer force, every person is part of the effort and every person is a contributor. Without you actively involved we will not succeed in the mission. I value each one of you and the skills and abilities you bring to the flotilla. It is my job to see that you succeed in reaching your goals and together we will reach the end of 2009 with the satisfaction of knowing we have done our best. The following area was a specific focus of COMO Allen USCG 7th CG District. His main objective for the Auxiliary is a heavy emphasis on every area Public Safety in 2009. I will be explaining how we will do this in our upcoming meeting on February 3, 2009.

We have some challenges and opportunities. We lost some key people even before the year started. We have a learning curve with a new FC and the coordination required to lead an all volunteer organization. We also have an increased responsibility to provide what the Coast Guard expects from us and it isn't all operations. I learned this from my weekend; *The lines of difference between the Active, Reserve and Auxiliary Coast Guard is practically non- existent. That means "We Are the Coast Guard" within the guidelines and direction of the Coast Guard. All we do and say, and our action, interactions and intentions will reflect on how the Coast Guard is perceived.* I will be sharing more about this with you in the months ahead.

Jeff Blomgren, Flotilla Commander

STAFF REPORTS

INFORMATION SERVICES (IS):

It is the time of year for Annual Member Letters. These are produced from data located in AUXDATA ending December 2008. Please check your email mailbox in the next few days and review the information for correctness. Please respond back even if the information is correct, that way will be able to verify your email address of record. These reports even show your ICS series you have taken. If your contact information changes anytime during the year, you can submit form ANSC 7028 "Change of Membership Information" or send me an email.

Fred Cooke, FSO-IS

MEMBER TRAINING (MT):

At one time, you indicated you were interested in pursuing the Coxswain or Boat Crew qualification.

There are many new training opportunities and information being disseminated and I would like to know if you are interested in continuing with the training, and in receiving the information. Your commitment to the program will enable me to develop additional training and guide you through the process, and not bother you with unnecessary e-mails - I intend to develop an e-mail directory for on-going Operations staff.

I'm asking for a "yea" or "nay" response from you. Please first consider that:
- On the water missions and training are scheduled for weekends - are you available?
- You may need to commute to other flotillas for training, meetings, etc. - are you willing?
- There is a consistency to the time commitment involved to reach these goals - can you do it?
- There are also costs involved for uniforms, navigation materials, and other miscellaneous requirements.
- While there are no specific physical requirements, you will be expected to climb up a bow, weigh an anchor, retrieve a 100 pound dummy (OSCAR) from the water - is this possible?

- You have two years to train, get your Qualification Manual signed off ensuring you have mastered the training.
- You will be "expected to pass" the Incident Command System (ICS) tests on line.

The 2 year clock starting ticking for one member when they attended the Team Coordination Training (TCT) "this pass Saturday" - this is required training for Operations staff and will be offered again for those who were not in attendance.

Please evaluate your commitment and let me know if you are "on board".

Claire Bailey, FSO-MT

PERSONNEL SERVICES (PS):

The new recruiting year is off to a good start. Michael Morgan has submitted his application and is awaiting his member number. His wife, Lisa Morgan, completed her initial interview and accepted an application. We are looking forward to another couple to enhance our flotilla.

In addition, the following candidates have completed their initial interviews and have accepted applications: Leigh Pressler, David Gallisath and Dale Clemons.

Lastly, Amanda Reese has volunteered to act as my assistant for the coming year. Amanda is working full time towards her college degree and is eager to commence boat crew training.

Charles Smith FSO-PS

COMMUNICATION SERVICES (CS):

I am working on an extensive makeover of the flotilla website. (estimated computer time to complete the project is 80 hours maybe more) Last year district 7's website was completely redone, and the district's goal is to eventually have all division and flotilla websites fit a similar image in graphics and navigation. So far, you can count the number of D7 flotillas to adopt the new district format on one hand (and have fingers left over). Although, not officially directed to do so, our own website design is over 6 years old and could use a new look to reflect the changes in our organization, so be on the lookout for our new website sometime in February. A minor re-organization of the links and graphics on our current homepage are only a temporary change and do not reflect the functions of the new website. In order to better organize links for viewers, the new website will have a public section and a members section.

Any member input and ideas are welcome, you can send me an email from our current website. Some items that I need to build the website include

- PE page - I want a picture of a class in action, instructor teaching, etc
- Operations – List of current facilities and pictures of current facilities
- Operations – Pictures of "Auxiliarists in Action"
- Operations/Member Training – Boat Crew Training Schedule?

Member Training – Any MT schedules for the year, information on maintaining currency i.e. Operations, TCT, Sexual Harassment, etc...

Any other officer that would like to have a webpage feed me information, pictures, webpage links, and I will make a page for you.

Paul Burns, FSO-CS

MARINE SAFETY (MS):

Florida Clean Marina Program (FL-CMP) Boat Cleaning and Painting: Last month I briefly introduced the most general part of FL-CMP and said we would return to more strict sections such as fueling and boat cleaning. This month we will focus on boat cleaning. First, we need to understand that participation in the FL-CMP does not add any regulations to the marina; it simply brings them in compliance with current state and federal regulations.

If work is done by the boatyard or marina staff, then one set of regulations apply. Rinsing, at the very least, should be in designated areas designed to prevent discharge of rinse water to surface water (e.g. over a

permeable surface which allows water to percolate through soil before returning to the water body). Solids and debris should be picked up from the soil surface to prevent contamination of storm water. Pressure washing and sanding add more wrinkles. In most cases, paint chips or dust must be treated as hazardous waste. Brooks Busey, at Sadler Point Marina, says they installed a recirculating pressure wash system that filters out solids and reuses the water for the next wash. All sanding must be done with vacuum sanders or inside tents to keep the dust from accumulating on the ground and getting washed or blown into nearby waters. Again the dust must be disposed of as hazardous waste. Rags soaked in conventional solvents (those containing "listed" chemicals) also fall into the hazardous waste category. Marinas are encouraged to use alternative solvents that do not contain listed chemicals. Hazardous waste must be stored separately and delivered to a proper recycling or disposal facility. There are different levels of hazardous waste accumulation with different levels of regulation.

If work is done by boat owners or off-site contractors, then the marina must educate them about the regulations, however, the marina is not responsible for compliance. Sadler Point asks all do-it-yourselfers to sign a work agreement that contains their environmental policy and regulations. The agreement is available online at: www.sadlerpoint.com/work order back page.pdf

Notes from Marc Lang - The Good Samaritan Law requires that if you are involved in a marine casualty or come upon a distressed vessel or person you must render assistance, PROVIDED you can do so without serious threat of damage to your vessel or passengers. In fact, there up to $1000 in fines or 2 years in prison if you don't. The same law that protects us as Coast Guard Auxiliary protects you as an individual should you damage the vessel you are assisting, PROVIDED the harm was not caused by willful or criminal misconduct, gross negligence or indifference to the safety of the person being assisted.

There are new EPA requirements on the horizon. Beginning January 1, 2009 boat builders have to start using a low permeation (less porous) fuel hose. Portable fuel tanks, including those on PWCs must meet the new EPA permeation standard by 2011 and fixed tanks by 2012. Venting requirements will also change in order to reduce emissions. Carbon canisters will be required in the fuel vent hoses and portable tanks will no longer be able to vent to the atmosphere (no manual vent) without some type of filter or canister. More information is available at www.epa.gov.

New Products- Stormy Seas makes parkas, rain gear, jackets and vests that "Inflate." They are equipped with a 35 lb buoyancy inflation system that is manual or water activated. The down side, none are USCG Approved. www.stormyseas.com, www.boathelpers.com Website containing products and services for all states. Pick the state and it goes from A-accessories to W winterizing www.Ahoycaptain.com Website with boating accessories.

Merrill Varn, FSO-MS

OPERATIONS (OP):

There will was an operations meeting on 1/24/09 after the division meeting. Some of the items on the agenda included: a memorandum from CWO DeVane, Commanding Officer at USCG Station Mayport, regarding requirements for Auxiliary operations in the Mayport area of responsibility; the process for requesting QE audits and patrol orders; ATON patrol scheduling; plans for Division OPS workshop. I will give a report of this meeting at next flotilla meeting and/or next Eight Bells.

Be thinking about if you would like to get involved with operations this year, either becoming crew qualified or crew advancing to coxswain.

Whit Vick, FSO-OP

PROGRAM VISITOR (PV):

Using AUXInfo to Improve Flotilla Operational Planning and Control

Where can you go for help in organizing a USCAUX activity that requires a specific competency (such as Vessel Safety Checks), where team members outside your own flotilla could be involved? Or, what if you're planning a training session and want to review current membership training needs? And where would you go if asked to determine the latest member status of activities, hours or awards for yourself or fellow USCGAUX team members? Don't panic (just yet); AUXInfo is the answer.

Let's assume you're not a computer wizard (or you simply don't want to be called a nerd by your friends) but have just been appointed to a USCGAUX staff officer position requiring "the latest and most accurate information available" such as the number of Vessel Safety Checks done each month by your flotilla. Let's also

assume that, in addition, you've been asked to perform the challenging role of tracking unit activities, competencies, or training needs in a report format and you don't want to show your ignorance by asking help from some self-proclaimed computer expert such as your brother-in-law or an annoying neighbor. Do not panic; AUXInfo is the answer.
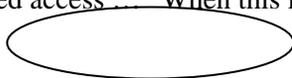
Now suppose you wander into your kids' room (or in my case, where a flock of students are gathered) and see them accessing a USCGAUX website that displays all **your** USCGAUX competencies or operational hours. Fear not; you have not uncovered a cell of terrorists, just some curious innocents accessing "AUXInfo," a public domain web site that reports current USCGAUX member activities, hours, awards, certifications, competencies, training status, and details of flotilla activities.

AUXInfo not only provides current (real time) flotilla data, but (and *better yet*) it also offers a **business intelligence software manager** called Cognos. It is this Cognos system that enables us to view reports, create our own updated summaries, and set up planning and control visual aids (graphs). In short, this system can help us perform our duties more accurately and with less effort in a number of ways, including: (1) measuring and monitoring performance of specific flotilla functions, (2) creating reports to show trends in past activities, and (3) planning or forecasting USCGAUX resources. And, it's user friendly.

Here is how to use AUXInfo:

Step 1: Easy Access at *http://www.auxinfo.uscg.gov*
You'll be greeted by the following warning: "Unauthorized access is prohibited by Title 18 USC Section 1030. Unauthorized access ..." When this message has completed, hit **CONTINUE**.

Step 2:   Screen two will look like the screen below. Point at *AUXDATA Cubes* and click (select).

AUXDATA Cubes   AUXMIS Cubes   AUXMIS Cubes

Step 3: Screen three will give you a choice of data sets, including:

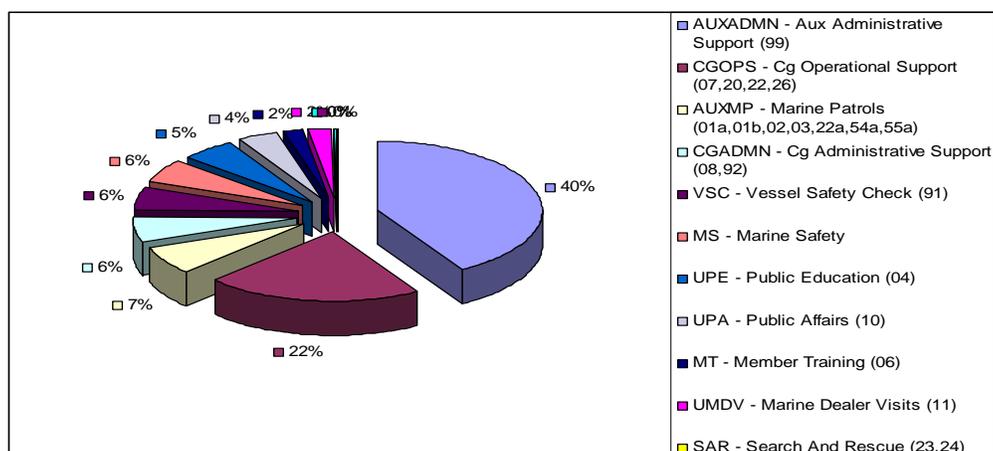| Data Set Category	Type Information
AUXDATA Awards	Information about all awards received by an Auxiliarist
AUXDATA Competencies	Contains personnel training and qualification status (competencies)
AUXDATA Demographics	Profile information including work force statistics on gender and age group for all Auxiliary geographic regions and units.
AUXDATA Facilities	Contains information on all Auxiliary resources (facilities) and locations
AUXDATA Member Activity	Displays statistics related to individual member participation in missions.
AUXDATA Officers	Offices held by Auxiliary members in the past as well as current.
AUXDATA Tasks	Contains personnel training task status (task completion)
AUXDATA Unit Activity	**Displays stats related to individual unit participation in missions**
AUXDATA Unit Location	Contains information on unit location including state and organizational hierarchy for all Auxiliary units.

Step 4: Click on one of the data set categories above, such as **AUXDATA Unit Activity**. In this example I want to see the Unit activity hours for my flotilla only, and I locate my unit by using the pull down menu [All Missions] at the top of the screen and selecting my specific flotilla. Screen four follows, giving you a data table, as shown below.

[All Missions][070-14-08 JACKSONVILLE][All Facilities][All Unit Locations][All Activities][All Years][All Operations

Mission Hours	070-14-08 JACKSONVILLE
ATON - Aids To Navigation	**0.00**
AUXADMN - Aux Administrative Support	**12,008.00**
AUXMP - Marine Patrols	**480.50**

CGADMN - Cg Administrative Support	**414.75**
CGOPS - Cg Operational Support	**1,567.20**
GOVSUP - Government Agency Support	**8.00**
MEP - Marine Environmental Protection	**8.00**
MS - Marine Safety	**405.70**
MT - Member Training	**153.00**
SAR - Search And Rescue	**11.80**
UMDV - Marine Dealer Visits	**150.80**
UPA - Public Affairs	**269.85**
UPE - Public Education	**389.75**
VSC - Vessel Safety Check	**407.15**
All Missions	**16,274.50**

Step 5: Screen four also provides a series of tools called icons (similar to Microsoft Windows Tools) that can be used to view reports, create updated summaries, export to your home computer system in easy to use format and set up planning and control visual aids (graphs).

The type and level of analysis and planning you perform is limited only by the amount of information you desire. Further information and support on this system is available at http://www.auxinfo.uscg.gov. I 'm confident you'll experience fair winds and following seas in taking this AUXInfo challenge. For further discussion or questions, please contact your flotilla IS officer or you can email me at russett@nova.edu (and please identify yourself as NOT a student).

John Russette, FSO-PV

PUBLICATIONS (PO):

Get your Ipods, iTunes and streaming videos ready for Flotilla 14-8s first video in a series on boating safety geared towards young adults.

The story on Rusty's first video can be found, along with good pictures on page 27 of the Navigator Winter 2008-2009 Issue or on-line at: http://www.auxadept.org/navigator/current_issue.pdf

FLOTILLA CHANGE OF WATCH JANUARY 2009

2009 Flotilla 14-8 Staff Officers take the Oath of Office at the Flotilla Change of Watch

Our Guest Mr & Mrs. Rodely

Jack Holler presents Certificates of Appreciation to 2008 Flotilla Staff Officers

Jack Presents the Jimmie Anderson Award (AKA the "Boner Award") To Jeff Blomgren

Bob Strong working hard at the COW

Jack congratulates Claire Bailey on successful completion of the Administrative Procedures Course (APC)

Tom Sorensen received his qualifications for Communications

DIVISION CHANGE OF WATCH JANUARY 2009

Captain Thomas, Commanding Officer USCG Sector Jacksonville, reads the Officers Prologue to Jesse Stevens and David Green

COMO Allen Brown, IPDCO District 7 administers the Oath of Office to Jesse Stevens DCDR14 and David green, DVCDR 14
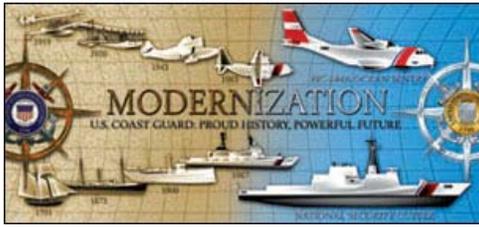

"2009 Division 14 Staff Officers take the Oath of Office at the Division Change of Watch"

Missing Man Table

Honor Guard Stands Silent at the Missing Man Table

Search and Rescue Goes Digital Analog Distress Signal No Longer Received

NEW ORLEANS-- The Coast Guard would like to remind commercial and recreational boaters that beginning Feb. 1, 2009, the Coast Guard and other search and rescue personnel will only receive distress alerts from digital 406-MHz Emergency Position Indicating Radio Beacons (EPIRBs).

Because satellites will no longer process analog signals transmitting on 121.5 or 243.0 MHz, the Coast Guard urges mariners and aviators to upgrade their onboard analog equipment to include a digital 406-MHz EPIRB.

The 406-MHz EPIRB's signal is 50 times more powerful than the 121.5 or 243.0 MHz beacons, allowing satellites to better detect its signal and provide a more accurate search area for rescue crews. For instance, a GPS-embedded 406-MHz EPIRB can shrink a search area to about 100 yards and can pinpoint the position of a distressed mariner within minutes, whereas an analog beacon may only result in an initial search area of 500 square miles.

Additionally, the number of false alerts with digital beacons is significantly lower than analog beacons. Satellites are not capable of distinguishing between beacon and non-beacon sources using analog frequencies, making only about one in five alerts actually coming from a beacon. Many false alert signals come from ATMs, pizza ovens and stadium scoreboards.

With analog beacons, the only way to determine if an alert is an actual emergency is to send rescue crews to the area, which costs thousands of dollars, takes resources away from actual emergencies and puts the lives of responders at risk needlessly.

The decision to stop processing the analog 121.5 and 243 MHz signals was made by the International Copas-Sarsat Program with guidance from the United Nations. This was due to numerous signal reception problems and a high percentage of false alarms.

EPIRB owners are required by law to provide emergency contact information and a vessel description by registering their beacons with the National Oceanic and Atmospheric Administration online at http://www.beaconregistration.noaa.gov or by calling 1-888-212-SAVE. The information provided helps to take the "search" out of search and rescue by allowing rescuers to quickly gather vital information which results in faster rescues and increased chances of survival. It also means accidental activation of an EPIRB may be resolved quickly with a phone call to the owner.

For more information on EPIRBs and the switchover from analog signal to digital signal, please visit http://www.sarsat.noaa.gov/.

FLOTILLA 14-8
GENERAL BUSINESS MEETING
Tuesday 3rd March 2009 at 1930
FLORIDA TACKLE AND GUN CLUB
9010 San Jose Blvd

62nd Annual First Coast Boat Show
February 6th, 7th, 8th, 2009
At The Prime F. Osborn III Convention Center
Downtown Jacksonville

http://www.firstcoastboatshow.com/

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8 IS GREAT !

Visit our award winning website at http://a0701408.uscgaux.info/

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