

# 14-8

## Eight Bells

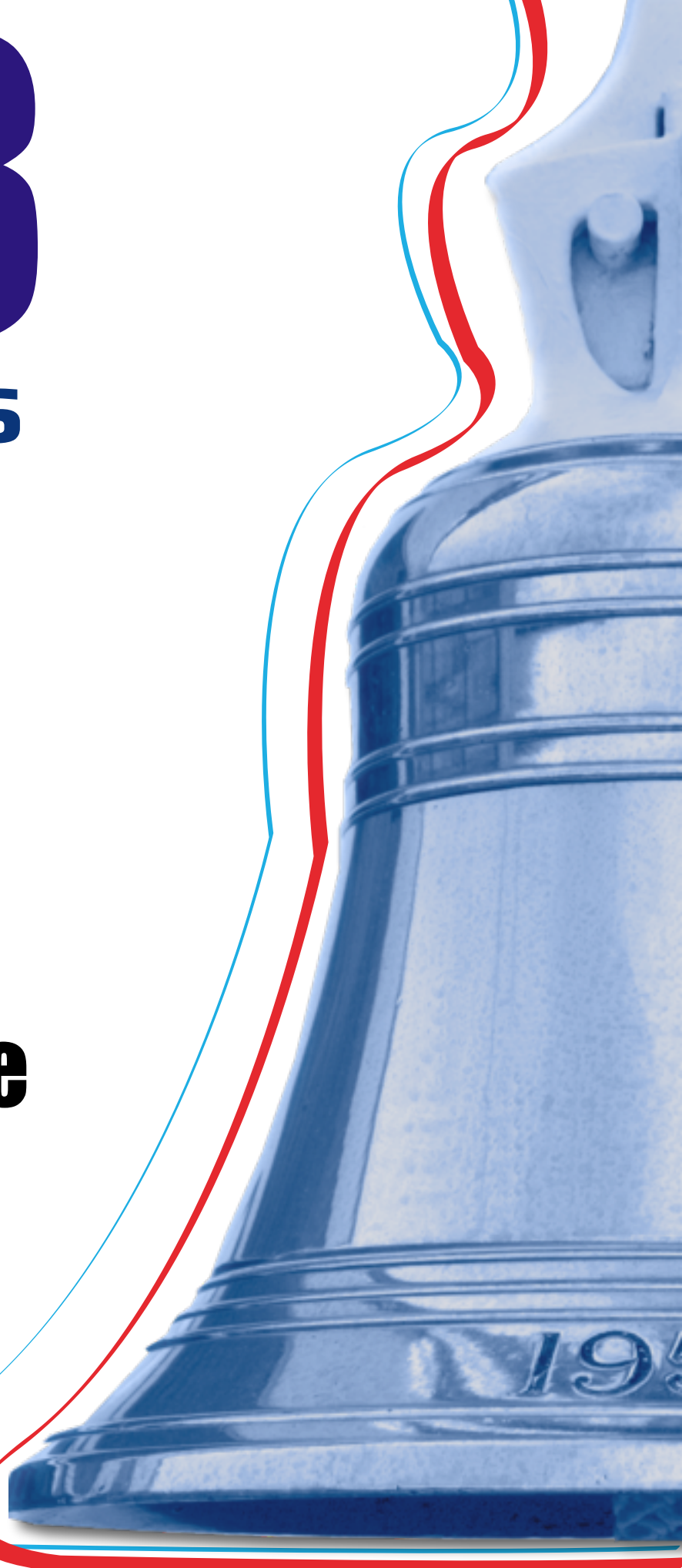
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Seventh Coast Guard District

# Monthly Voice of USCG Auxiliary Flotilla 14-8

Jacksonville, Florida





**FLOTILLA  
COMMANDER**

[PBurns@SafeBoatingJax.com](mailto:PBurns@SafeBoatingJax.com)

Paul B. Burns

**FLOTILLA VICE  
COMMANDER**

[john.hadley83@yahoo.com](mailto:john.hadley83@yahoo.com)

John K. Hadley

**PUBLICATIONS  
OFFICER**

[148publications@gmail.com](mailto:148publications@gmail.com)

Chrystal Wickline

**Our Award Winning  
Website**

[www.SafeBoatingJax.com](http://www.SafeBoatingJax.com)

Flotilla Commander .....	Paul Burns
Flotilla Vice Commander .....	John Hadley
Secretary of Records .....	Tom Edwards
Finance.....	Bob Strong
Operations.....	Whatley Law
Marine Safety.....	Rusty Gardner
Member Training .....	John Hadley
Program Visitation .....	David Fay
Public Education .....	Bob Strong
Navigational Services .....	Cris Vonderheide
Vessel Examination .....	Whatley Law
Communications Services.....	Paul Burns
Diversity .....	Paul Tynda
Information Services .....	Marion Linda
Human Resources .....	Becky Habermas
Public Affairs.....	Vacant
Publications.....	Chrystal Wickline
Materials .....	Paul Thomas
Historian .....	Carolyn Strong



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# Paul Burns, FC

## Flotilla Commander

This Sunday at the marina was quite a site! The parking lot was overflowing and boats were lined up 10 deep waiting to fill their fuel tanks for a great sunny day on the water.

Boating season has just hit the full tilt mark and it's the best time for the Coast Guard Auxiliarists to be onsite at the marinas and at the boat ramps, asking the public two simple questions.

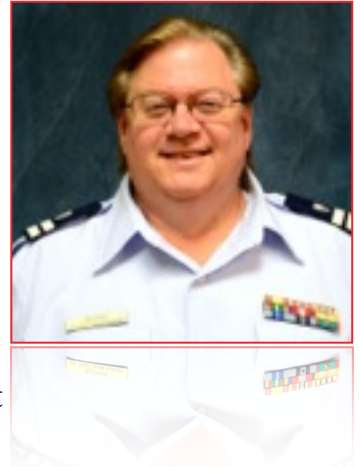
- Can I examine your vessel so your are assured to have all the correct safety equipment onboard?
- Have you taken a Boating Safety Course, and did you know that if you were born in 1988 or later, you have to have take an approved boating safety course and have the state boater ID card if you are operating a boat with 10hp or higher?

Due to the high cost of fuel, small boats under 20 feet are the hottest selling things on the water right now. These are also the most likely class of boat to be involved in an accident on the water. At the same time and for the same reasons, sailboats under 30 feet are booming with new and inexperienced owners. You won't find the sailboaters at the boat ramps, so make sure to plan some of your RBS and VE activities on the docks at your local marinas.

National Safe Boating Week begins on May 17th. This is our big event for the year and we have activities planned at the Jacksonville Zoo, Epping Forest Yacht Club, local boat ramps, and a boating class at the Florida Tackle and Gun Club. This will also be a good time for training, getting qualified, and required hours, exams, and visits to maintain your yearly qualification.

Congratulations to Becky Habermas, our own FSO-HR, being sworn in as the Division 14 Human Resources Officer. Her dedication to the HR program has had a tremendous impact on our own flotilla and now to all the flotillas in Division 14. In a very short time, since Becky getting involved at the division level, our division has seen important and noticeable activity in connecting new member candidates to their closest neighborhood flotilla.

Please remember our meeting on Tuesday, May 6th. We will finalize our National Safe Boating Week plans and plan a special event for our June meeting.



# John Hadley, VFC

## Flotilla Vice Commander

The boating season is upon us and so is the boat show season, classroom training season, program visitor season, and public affairs season. There is a lot to do. It's all exciting and even if you are not one of Vessel Examiners, Instructors, Dealer Visitor, and/or Public Affairs persons, consider finding something to do. I have acquired more qualifications than I ever thought I'd want or need in the Coast Guard Auxiliary, but in the end just meeting and persuading people to let me "yak at them" about boater safety has become my central mission. After over 11,000 24-hour days underway on steel ships, I have found the SOMETHING I WANT TO DO, which is to make the really bad numbers go down. You do not need an Unlimited Tons Master's License to do that, in fact, you do not need ANY license. Just light up your desire to make the numbers of fatalities go away. This is the something I am doing, but whatever you do – do something.

Make your membership and your time in the Coast Guard Auxiliary count for something.

Find a Mission and ----

**Make Your Time Count**

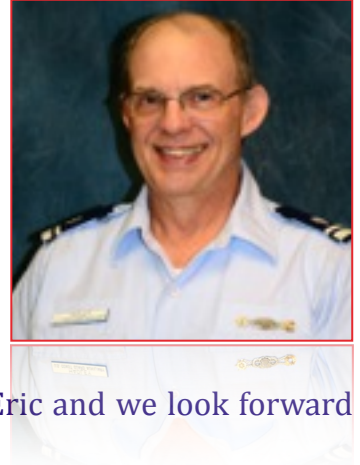


# John Hadley, FSO-MT

## Member Training

### Flotilla 14-8 Training

Our training program is bearing fruit: we can now claim nine completely listed Vessel Examiners and another on the way. As soon as Eric Linda has become a VE, we will have more than we have had than in the years since 2010! Congratulations for all your hard work and preparation Eric and we look forward to your joining us.



Instructor Training is still a very important qualification to have. If you have become one, we really want to express our thanks! This enables us to continue our very important Public Education classes. It is important to consider becoming an instructor because of all the other activities it qualifies you to do: giving workshops, scheduling training, even moving into higher staff offices at the division, district, and National staff level. There is something empowering and relaxing about having the experience of having taught and it does indeed make it a lot easier to stand up in front of your peers to speak!

C-Schools are back! National Commodore Thomas Mallison has recently sent an email to all District Commanders and District Staffs, empowering us and exhorting us all to make sure that all of our flotillas get the message out the C-Schools have not gone away. AUXLAMs classes are the ones that come to mind – we will always want and need up-and-comers of any age who want to lead. The US Coast Guard Auxiliary needs leaders and the guys on the gold side want to have our leaders to work with. Please consider going to the Training Directorate <http://tdept.cgaux.org/CSchool/CSchoolSchedule.pdf>

## Bob Strong, FSO-PE

### Public Education

At our last About Boating Safely (ABS) course in March 2014, out of 37 signed up we had 23 students participate. If all had attended it would have been the largest attendance in years. I can only dream.

We have seven ABS courses scheduled for the remainder of this year. Please let me know if you would like to attend or help with any of these courses. The dates are: May 17, June 21, July 12, August 9, September 13, October 11, and my last course on November 8.



## Whatley Law, FSO-VE

### Vessel Exams

On April 26th, at Epping Forest Yacht Club and then at the Florida Yacht Club (FYC), we held a VE blitz where John Hadley spearheaded and coordinated our effort with the marina staff to provide the owners of the yachts vessel exams. Ralph Little, Eric Linda, and myself spent the better part of the day at the Florida Yacht Club performing vessel examinations, thanks to Eric, Ralph, and John from Flotilla 14-8 for providing good presence and beginning a good relationship with the FYC fleet director. It was a blessing of the fleet and we began about 9:00 am and finished about 12:00 pm performing examinations on all sizes of boats. There were several boaters that requested to make an appointment later. All-in-all, it was a good day at FYC. A big thank you to John Hadley for setting this up for us.



National Safe Boating Week is approaching and we are hoping to have all hands on deck, all vessel examiners available the weekend of May 17-18 and 24-25, please be at the *John T. Lowe* boat ramp from 9:30 - 11:30 am.

We can use more volunteers for our next blitz. Also, if you have 2014 decals and have not used them please get with me and return at least a portion for this event and NSBW, thank you. Dress is VE light blue shirt and shorts or ODU complete uniform.

**Next VE Blitz: Epping forest Yacht Club | 05.10.2014 | 9:30 am - until...**

Vessel examiners: Bob Strong, David Fay, Ralph Little, and John Hadley

Harbor master: John Tipton 904.403.0973 or 904.739.7150



# Marion Linda, FSO-IS

## Information Systems

Being the FSO-IS, I get emails about what is going on in our division and district. One of the most recent emails was as follows:

*"There is a big push from National and the CG to get our skills information up to date this year."*

Another email I received read as follows:

*"With the storm season on us soon, the CG AIM notification tool we use for verifying members at condition 'whiskey' for hurricane alert will be utilized for contacting AUX Members and determining their status"*

So now I was curious for the exact meaning of *whiskey* conditions. I know there are many Auxiliary members reading this that know the meaning, but I am sure there are others, like myself, that might not know what *whiskey* conditions are, so I *Googled* it.

## USCG Hurricane Port Conditions

Some ports are under condition *whiskey*, some *X-Ray*, some *Yankee*, and others *Zulu*. So what do these mean?

First, they are directed at commercial ocean-going vessels and represent ongoing dialogue with the Captain of the Port (COTP). They are set up as a series of escalating conditions to keep the vessels and the Ports safe.

The measures taken for *whiskey* and *x-ray* are the same with the exception of deadlines for submitting "Remaining In Port Checklists." The date and time that the checklists must be submitted by will be made known through Marine Safety Information Broadcasts (MSIB's)."

And the information continues (<http://boatsafe.wordpress.com/2011/08/26/uscg-hurricane-port-conditions/>) with a more detailed explanation. My point of this article is to express how important it is to keep member information current, especially email, phone numbers, and skills bank.

It maybe that you have not submitted a 7028 form (change of member information), or even looked at what information is in AUXDIRECTORY, in a very long time. I have not looked at mine in a year and was surprised at what it showed. Not that it was wrong but it was not complete.

It is easy to forget to notify the Auxiliary when changes occur and the 7028 form might have fallen off your to do list; it is very easy to update. Check that the phone numbers (home and mobile) are right. Look at the skills bank to see if all your available days and hours are listed. Is your current e-mail address listed correctly? It seems that email addresses are constantly changing. Just go to the 7028 form address below

[https://auxofficer.cgaux.org/auxoff/Signin\\_7028.php](https://auxofficer.cgaux.org/auxoff/Signin_7028.php)





Log in and check the information listed. Make changes if necessary. Then click *submit*. It will automatically come to me and I will enter the information into AUXDATA.

# Paul Burns, FSO-CS

## Communications

### Microsoft Ends Support for Windows XP What Should You Do?

I'm sure there are many auxiliaries out there still running Windows XP on their computers. If you are among them, you have probably asked the question "What's all this stuff about Microsoft ending its support of Windows XP and how does this impact me?"

What this means is after 13 years since its release Microsoft will no longer provide security updates for Windows XP. As well, if you have Microsoft's Security Essentials Anti-Virus installed on your computer, it will stop getting security updates.

This will likely result in the future of Windows XP computers being more prone to virus and malicious software infections, as well the possibility of personal data, passwords, and the compromising of information commonly used for identity theft on these Windows XP machines.

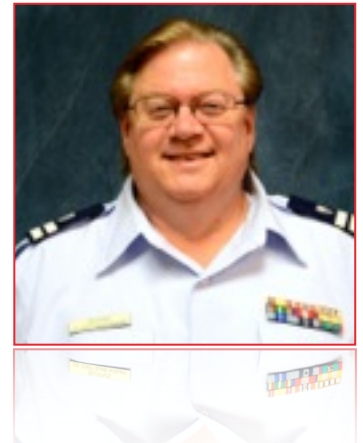
If you or your friends and family are okay running XP now, you will still be okay running XP the day after Microsoft stops supporting it on April 8th, 2014. You will become less okay over time, however. This relates to security and the availability of third-party software and hardware. As long as your computer's security is not compromised, it will continue to work as it is now.

So, there is definitely a downside to staying with Windows XP and the downside slope gets steeper as time goes on. The bad guys who write the malicious programs that steal personal information have an easy target in those who decide to hang on to their faithful old operating system.

What are your options?

1. Upgrade to a newer version of Windows. Windows 7 or 8.1
2. Buy a new computer that already has a new operating system installed
3. Keep your anti-virus program up to date, do weekly malware scans with an appropriate malware scanner, disconnect your Windows XP computer from the Internet, unless absolutely necessary, and hope the bad guys don't find your computer online.

You could upgrade to a newer version of Windows (Windows 7 or 8), however there is an issue with upgrading you need of which you should be aware. Both Windows 7 and 8 require Windows XP users to erase their current hard drive before installing the new operating system. You cannot just insert a Windows 7 or 8 installation disk and say "Upgrade Me."



This means two things: (1) your personal files and documents will have to be temporarily transferred to a flash drive or another computer before you install the new Windows. You and/or the person hired to do the upgrade to your computer needs to be extra careful to locate all the important information, because before the new Windows goes in, everything will be erased (2) all the programs you have been installing on your XP machine over the years will have to be re-installed using the original installation CDs. This includes your office suite, tax programs, trading programs, iTunes, mapping, charting, and GPS programs. Remember from the last paragraph, everything will be erased before the new Windows is installed.

### **Necessary Protection for Keeping Windows XP**

If you plan to keep Windows XP past April 8, 2014, one thing you must be vigilant about is your anti-virus software. You need an anti-virus program that actually prevents and stops infections from occurring, like *Avast*, *Kaperski*, or *Bitdefender* and not the ones that wait for the machine to become infected before searching and removing infections like *Norton* and *McAfee*. Microsoft's own anti-virus program *Microsoft Security Essentials* needs to be removed from a Windows XP system. It will no longer protect your computer.

I recommend *Avast 2014* anti-virus. Its free version is very good about blocking access to infected websites and keeping the infections from ever getting into your computer. *Avast* has a paid version with additional features but it only adds protection you may or may not need. The free version of the program has been good enough for my use.

It would also be advisable for a Windows XP user to add an active malware scanner such as a program called *Malwarebytes Anti-Malware*. This program offers an extra layer of protection against malicious software infections. The free version of this program must be actively updated and run by the computer user; I suggest weekly for Windows XP users. They have a premium version for \$25, which will protect your computer automatically without the users active input.

## 2014 | Calendar Details

### Flotilla 14-8 Meetings

#### May 6, 2014

- 7:00 p.m. ▪ Flotilla 14-8 Fellowship ▪ Location: Florida Tackle and Gun Club
- 7:30 p.m. ▪ Flotilla 14-8 Regular Meeting ▪ Location: Florida Tackle and Gun Club

#### June 3, 2014

- 7:00 p.m. ▪ Flotilla 14-8 Fellowship ▪ Location: Florida Tackle and Gun Club
- 7:30 p.m. ▪ Flotilla 14-8 Regular Meeting [Celebrating 45 years!] ▪ Location: Florida Tackle and Gun Club

#### July 1, 2014

- 7:00 p.m. ▪ Flotilla 14-8 Fellowship ▪ Location: Florida Tackle and Gun Club
- 7:30 p.m. ▪ Flotilla 14-8 Regular Meeting ▪ Location: Florida Tackle and Gun Club

### Events & Activities

#### May 10, 2014

- 9:30 a.m. ▪ VSC Blitz ▪ Epping Forest Yacht Club

#### May 17, 2014

- 7:30 a.m. ▪ ABS Course ▪ Florida Tackle & Gun Club
- National Safe Boating Week (NSBW)

#### May 26, 2014

- Memorial Day

#### Other ABS Course Dates

June 21, July 12, August 9, September 13, October 11, and November 8.

## Special Boating Dates

For details on the events including times, links, and locations, you can visit <http://www.floridabywater.com/event>.

- National Safe Boating week.....May 17th-23rd
- Memorial Day.....May 26th
- National Marina Day .....June 14th
- Kingfish Tournament.....July 21st -26th
- Sea and Sky Spectacular (NAS JAX Airshow) October 25th-26th

Florida Georgia Weekend .....November 1st  
Jacksonville Boat Parade.....November 29th

## April 1st Flotilla Meeting Photos



*John Hadley (L) and Paul Thomas (R) with prospective members James (Jimmy) Small and Logan Small - Jimmy and Logan are father and son*

*Photo by Carolyn Strong*

*Paul Thomas received a Sustained Auxiliary Service Award - Third Award*

*Photo by Carolyn Strong*



*Kevin Koehl received a Certificate of Completion for the Administrative Procedures Course*

*Photo by Carolyn Strong*

*John Hadley received an Auxiliary Performance Award for VSC/RBSVP*

*Photo by Carolyn Strong*



# 2014 | Calendar at a Glance

## May

2014

April							June						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
	6	7	8	1	2	3	4	5	1	2	3	4	5
13	14	15	16	17	18	19	20	21	8	9	10	11	12
20	21	22	23	24	25	26	22	23	24	25	26	27	28
27	28	29	30				29	30					

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
27	28	29	30	1	2	3
4	5	6	7	8	9	10
		Flotilla 14-8 Fellowship 7:00 p.m. Meeting 7:30 p.m.				VSC Blitz 9:30 a.m. Epping Forest Yacht Club
11	12	13	14	15	16	17
						ABS Course 7:30 a.m.  National Safe Boating Week Begins
18	19	20	21	22	23	24
					National Safe Boating Week Ends	
25	26	27	28	29	30	31
	Memorial Day					
1	2	3	4	5	6	7

# United States Coast Guard Auxiliary Update

## Float Plans – Make It and Use It!

By Contributing Writer Ralph Little, Flotilla 14-8



When I finished last month's article on the Float Plan we weren't satisfied we'd done enough. This item is very important, easy to do and saves lives. As National Safe Boating Week, May 17-23 approaches, we're reinforcing how a Float Plan can make the difference between being stranded at sea for 6 hours or 72 hours – which is stressful, but it may also make the difference between a happy rescue and a sad recovery – which is deadly.

The story that we tell in our Boating Class involves a family who does not return from a day of boating and did not file a Float Plan. Grandma calls the Coast Guard and explains that her family went boating "Somewhere in the Ocean" in a "Big White Boat" and have not returned. She has no other information to aid in a search and rescue. How does the Coast Guard search for a vessel with such a description? How long will it be before the family's capsized boat is located in the expanse of the Atlantic Ocean, or else the length of the St Johns River with its tributaries? Did they go North or South? Or did they simply safely stop for the night at an unplanned destination?

Before your trip, take a copy of the form with all the information that doesn't change and add specifics of your itinerary or trip expectations. Where will you launch from, what direction will you go or what area will you be in? When will you return? If, after launch, your plan changes the area or your length of stay, do communicate that to the contact for your Plan.

So, potentially the most important action you EVER do, may be to fill out your Float Plan. The second most important is that your contact will use it when necessary. Again, Float Plan forms are to be found through our website or in the pamphlet A Boater's Guide to the Federal Requirements for Recreational Boats, available from Auxiliary Vessel Examiners, marinas and marine stores. The website block, Local Boating Info, will open to the Float Plan, including typical questions you may have.

Experienced boat operators teach our *About Boating Safely* course at the Florida Tackle & Gun Club at 9010 San Jose Blvd. Call Bob at 904-721-1346 to reserve a place in the March 8th class or check our site at <http://SafeBoatingJacksonville.com>.



### **Five members of Flotilla 14-8 participate in a Airport Emergency Exercise: "Shots Fired At JIA"**

This past month, Paul Burns, Whatley Law, George Law, Tom Edwards, and John Hadley participated in an Airport Emergency Exercise designed to evaluate the response of the Airport TSA personnel and Airport Police.

If you were not invited to participate, it is only because we were requested to provide a limited number of participants and almost every member I called to participate in a secret exercise from 11:00 pm to 3:00 am said "Heck Yes, sign me up!" even though they weren't told why they were volunteering. It was described as a secret project with Airport Security. I can't tell you what you are going to be asked to do and you cannot tell anybody you are participating." I gotta' admit, it sounded pretty cool!

The reason for the hush-hush on the exercise, was to insure the people who were responding to the simulated emergency wouldn't know what to expect, therefore increasing the reality of the exercise.

### **The Actors**

Our team of about 50 individuals, comprising of Coast Guard Auxiliary members, some active duty Coast Guard volunteers, and a few airline employees, arrived late at night at JIA with carry-on baggage and proceeded through the TSA security checkpoint. We were briefed prior to entering the security area on how to act and what to expect. Our job was to act as normal everyday travelers, with normal everyday traveler frustrations and attitudes, suspicious but not prohibited stuff in our baggage, that would cause the TSA agents to take a second look or send the individual for a more thorough screening. We were told to let the TSA and Airport Police do their jobs as they do every day while the real emergency was setting up for a surprise.

### **The Emergency**

The simulated emergency took place when one traveler caused a distraction in the line, complaining very loudly that he was being harassed by the TSA. Suddenly three gunshots rang out from the security line. The 50 actors were told ahead of time there would be a shooter. We were told to *run, hide, or protect themselves the best they can but to follow the instructions and actions of the TSA*. We were told to act as we would if this were real. There was possibility some of the actors would be taken hostage and create a new dimension to the exercise. Some actors were designated to be wounded by gunfire and challenge agents further. TSA and Airport police would have to deal with these simulated injuries as though they were real.

This exercise was designed to run a course according to the reactions of the TSA and the Airport Police. If they were unsuccessful in neutralizing the shooter the exercise had scenarios designed to

extend the exercise until a safe and successful outcome was achieved. They gave us a four hour limit to complete the exercise. If the shooter was successful in taking hostages, the exercise might take a while. If the authorities were able to stop the shooter, the exercise would stop when the goal was achieved and the shooter was neutralized.

### The Action

After 12 minutes the exercise began and actors were parading through the security line and scanners then the shots rang out.

- Whatley, Tom, and George were on the secure side of the room and far from the shooter. They described they knew the shooting was happening but didn't see the activity.
- Paul Burns and John Hadley were approaching the conveyer belt where luggage feeds to the X-Ray machine. Paul was close enough to see the shooter actually draw and fire his weapon; about eight feet away. John was a few feet behind Paul and estimated to be about 10 feet from the shooter when he heard the shots.
- Mark Ellins from Flotilla 14-7 was also close to the shooter. He scrambled on his belly through a unlocked glass partition adjacent to the body scanner.



*14-8 Live Fire Volunteers at Airport Security following Active Shooter Exercise*

*George Law, Whatley Law, Tom Edwards, John Hadley*

*Photo by Paul Burns*

Everybody in this area of the security, close to the shooter, hit the ground when the shots were fired. TSA agents shouted “everybody down”. The TSA agent closest to Paul and John shielded one civilian closest to him while he shouted instructions to the people around him.

One TSA agent witnessed the shooter draw his weapon, he instinctively lunged toward the shooter's back but was pulled down by another TSA agent. It was explained in the debriefing following the exercise the agent reacting to confront the shooter acted inappropriately and the agent stopping that action by pulling his associate to the ground did what he was trained to do. I found this quite interesting. Remember the TSA and airport were not acting, they were reacting to the scenario as though this was real.

From my point of view, flat on the floor in a somewhat uncomfortable relationship between my face the person-in-front-of-me's posterior, I realized I was lying next to a person who had been designated as wounded. I shouted "This man has been wounded, he needs help". The closest TSA agent to me shouted "stay down!" All this happened in the blink of an eye but in the next blink the exercise was actually over.

### **Shooter Neutralized**

I must say Bravo Zulu and job well done, to the JIA Airport Police. Not knowing what was going to happen during this exercise, they neutralized the shooter with a paint ball in less than 10 seconds from when the first shot was fired. The exercise was over before anybody really had time to think about what to do next.

The agents and police officers being tested knew this was an exercise but had no idea what to imagine. It could have been an unruly traveler, somebody with drugs and/or a weapon in their luggage, a terrorist threat, a bomb threat, or an actual explosion. They were told to do what they were trained to do when something unusual took place.

I'm told that they give thanks for the auxiliary's enthusiastic response, professionalism, and volunteerism and will certainly be asked to provide volunteers for future similar events.



*Group debriefing with TSA following the Active Shooter Exercise at JIA*

*Photo by Paul Burns*



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