

# BRIDGE CHATTER

Flotilla 85 Brigantine N.J.



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## Flotilla Commander Report



We are now in the beginning of our active season but moving quickly. The third boating safety course completed June 8th. Alan Moose and his team have done their usual stellar job of promoting the classes in the midst of other flotillas who are struggling with attendance. This last class had 31 students taught by Flotilla 85's lead instructor Stan Friedman and assisted by Gil Finkelstein, Jack Kelly and me. The attendance was very good for this time of year and would have been higher except for some last minute weather cancellations. In addition the flotilla provided several members including Jeanne DiCecco and Marie Librizzi to assist Dan Clayton with the annual parents/friends picnic at Air Station Atlantic City. This is for the new recruits (swabs) who will be attending the US Coast Guard Academy in another couple of weeks. This year there were almost 80 participants from the local area. Dan felt it was the best check in that he has seen due in part to our participation.

One of the areas receiving more scrutinizing from the Gold side is the uniform that we wear. As an Auxiliarist, you enjoy certain honors and privileges, among them, wearing the Auxiliary uniform. Wear the uniform neatly and correctly. Remember that your conduct reflects directly upon the image of the Auxiliary and the Coast Guard as well as the Flotilla to which we all belong. From time to time there may be a reason that you can't wear the uniform to a meeting but it is expected that you do. It is not "optional" any more than going on patrol without a uniform is "optional". This becomes more obvious when at the Atlantic City Boat Station or Air Station. The Gold side will notice and we need to maintain our professionalism. To help out in this regard the Flotilla has agreed to stock uniform items from the "Lucky Bag" If you are in Cape May just pick up what you think might be helpful and the Flotilla will reimburse you for the expense. If you have uniform items that are excess bring them to a meeting where others might be able to use them or you might be able to exchange them for something that you need.

Personally I am looking at the patrol season ramping up and several patrols have already been run. Gil Finkelstein made great points at the last meeting whereby he talked about getting more on water training. Let's take that to heart. Let's see if we can get our crews to get the E award this season.

## **VFC REPORT** Alan Moose

Activities are really getting into high gear, Jack Kelly, FSO-MS had a successful exhibit at the Marine Mammal Stranding Center 5K on May 4. Jack has a unique way of bringing attention to his exhibits. Simply get a famous artist to paint a beautiful marine mural on a 53 foot trailer and then drive it to the event. No problem!! Way to go Jack and thanks for your good work.

Mike Fitzpatrick, FSO-VE, also did a great job organizing our annual Vessel Safety Check Day at Farley Marina. It was a nasty day weather wise, temps in the 50's with gale force winds. We still managed to do 16 VE's. Also a lot of boaters were not yet ready to have their vessels inspected, and will hopefully call to have their inspections later.

The About Boating Safely classes and Public Education (PE), have gotten off to a good start. We had 31 students in the April 13 class, and 22 in the May 11 class. It also looks like we will have good attendance at the June 8 class. Advertising is the key to getting students into the classes. If you know of a place to post a flyer, let me know and I will get one to you. These classes are our only fund raiser. We can't do them without you. We always need help, especially at the lunch hour for various duties and at the end of the day to help put everything away.

Marie Librizzi has gotten the Human Resources (HR) department off to a good start this year. We welcome Dan Clayton and Eric Matuzsan as our newest members. Dan has a special interest in the Coast Guard because his daughter is currently a student at the Coast Guard Academy in New London, CT. Eric is an avid (and quite successful so we are told) striper surf fisherman. Possibly we should have a member training session on the beach sometime during the striper season.

We also have four new members In the Application Pending (AP) status. Carl Apter, Evan Fontana, Jim MacKey and Paul Robinson are all awaiting their background checks and application approval. In addition, we also have two transferees. Dan McFadden comes back to Flotilla 85 from 81 and Eileen Harrigan has transferred from Flotilla 84. If you haven't already done so, be sure to take a few minutes at the next meeting to introduce yourself and welcome all of our new members and recruits.

All in all it looks like a good start to the year. Help us keep up the momentum by identifying a prospective member and bringing them to a meeting with you. It's a lot easier for a prospective member to attend with you rather than walking in cold to a group of people they've never met.

Upcoming events. Mark your calendars and try to participate:

Sat. June 22: Paddle Boat Races— Boat crews needed

Sun. June 23: Off Shore Power Boat Races – Boat crews needed

Tues./Wed. June 25/26: A.C. Air Show – Boat crews needed

Sat. July 13: Boating safety class – Instructors and helpers needed

Sat. Aug. 10: Boating safety class – Instructors and helpers needed

# FLOTILLA 85 STAFF OFFICERS - 2013



**VFC (Chief of Staff)** Alan Moose travler9@comcast.net  
**CS - Communication Services** Marie Librizzi oldmainart@aol.com  
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## FLOTILLA 85 ON THE GO

From a family of 5 that took the FI 85 Safe Boating class (May 11, 2013)

### Flotilla 85 instructors

*Thank you all for a great class. Everyone made a long day into a valuable one. Even our kids were impressed with the stories and teaching skills - and they would know. I am glad to know we will be a little bit safer with our new knowledge. Red right return will forever be our motto. Take care. See you on the water someday*

*Thanks  
Sandy S....*



Instructor Stan Friedman displaying ATON channel markers to students in the April Safe Boating class held at the Brigantine Community Center.



**Fuel for Auxiliary Patrols now available at CG Station Atlantic City  
( Gasoline or Diesel are both available.)**

Here is the procedure:

1. First, you must start with a full tank since your last trip may have been fishing or cruising on your own. As a facility you should maintain a full tank to be ready for a SAR call out at all times.
2. At the conclusion of your patrol, come into fuel dock at the station. (Do not wait until the following day- you need to be in uniform and the facility with patrol banners).
3. Contact comms and request assistance to fuel up. A member of the station's active duty crew must be on hand to assist and watch for spills.
4. After fueling, note the number of gallons pumped. Come in to the watchstander and ask for the Aux Fuel log book. You will need to enter:

Date:

Coxswain name: (print and sign) and Empld #

Facility #:

POMS Order #:

Gallons pumped:                      specify: Gas or Diesel

OOD sign off:

5. When completing your orders Check off "Received in Kind (Govt Provided)" under 'fuel used" instead of a dollar amount as you would when paying for fuel. List gallons of fuel as you always do next to engine hours.

Note - for additives or oil (two stroke) you will still have to buy your own and submit receipts.

6. This will be subject to Government audit.

## CREW TRAINING 2013



The pool was located at the "Four Seasons of Smithville" club house.

Arrangements were made by Mike Fitzpatrick (on the left).

The only person taking the swim test for crew from our flotilla was Calvin Barteckho (third from left)

Ernie Philips (taking the pictures), and I were the two Coxswains doing the sign-Offs!

I think the others, taking the swim, were from 84.

Stan Friedman PFC 85



Cris Gleason Flotilla Commander 85 administers the Auxiliary oath to our newest member. Eric Matuzan.  
**Congratulations!**

## Coast Guard Exchange now on line.

Just like Coast Guard active duty and reserve, Auxiliarists are offered shopping at the Coast Guard Exchange. (CGX) offers savings directly to the pocketbook of Coast Guard Auxiliarists.

More than just tax-free shopping, price comparisons show that CGX offers an average savings of 20% or more when compared to private sector retailers "outside the gate." There are over 500 individual products now available at

shopcgx.com including computers, tablets, headphones, ipods and mp3 players, sunglasses, and of course Coast Guard apparel and gifts. And when you shop on line at shopCGX.com, a portion of every sale supports your Coast Guard Morale.



Donald McGahn receiving his 30 year membership certificate. Don is a past FC-85 and Division VIII Captain.

**Congratulations**

## FI 85 Operational Patrol Area

### STA Atlantic City, NJ: (Div 8)

**Area 1 NJICW North** - NJICW #181 to NJICW #139, to include Absecon Inlet, Mullica River, Bass River, Great Bay and Absecon Bay.

**Area 2 NJICW Middle** - NJICW #182 to NJICW #233, to include Longport Channel and Lakes Bay,

### Station (Small) Great Egg:

**Area 3 NJICW South** - NJICW #234 to NJICW #309, to include Great Egg Inlet, Great Egg Harbor River, Great Egg Harbor Bay and Ships Channel.

**Area 4 Offshore** - Little Egg Inlet to Corson Inlet

### Auxiliary Patrol Uniforms:

Auxiliary members underway on authorized patrol orders shall be in a proper approved CG Auxiliary uniform and must wear all required PPE. All members of the boat crew shall strive to be in the same uniform as directed by the assigned coxswain. The following uniforms are authorized while underway in the SDB/D5NR AOR:

- i. **USCG Auxiliary Operational Dress Uniform (ODU)**; either tucked or un-tucked versions. Shoes will be either the high top lace up black boots or the shoes mentioned in subparagraph (ii) of this section with black undecorated socks.
- ii. **The Hot Weather Boat Crew outfit** is authorized. The Hot Weather uniform includes ODU shorts hemmed at the knee or 1 inch above the knee. The CG dark blue crew neck T-shirt is worn with the words "USCG AUXILIARY" stenciled or embroidered across the left front chest in white 3/4 inch tall block letters. Shoes may be dark brown boat/deck shoes with nonskid/non-marking soles or all white or all black, low top, athletic shoes with nonskid/non-marking soles worn with white athletic type crew length socks.
- iii. **The Auxiliary Operations Polo Shirt** is an alternative to the ODU shirt, including cases when worn as a hot weather outfit.
- iv. **The CG Auxiliary Ball Cap** and the CG Auxiliary Sun Hat (Tilley and Boonie Hats) are authorized for wear. **It is not necessary** for all members of the boat crew to wear the same type of hat.

## **The AUXCHEF Program**

### **What is the AUXCHEF Program?**

The AUXCHEF (Auxiliary Chef) Program is a National Auxiliary Program designed to provide trained Auxiliarists to fill-in at Small Boat Stations or on cutters to relieve FSs. The program allows FSs to attend training, take leave, etc. without the Station being short handed. The AUXCHEFs can also assist with VIP events, Change of Commands and other events such as picnics. AUXCHEFS can be available for a variety of time frames from one meal to several days. The AUXCHEFS do not shop for or supply food, they prepare the food the stations provide, and assist in serving and cleanup. AUXCHEFS are not authorized to handle cash. AUXCHEFS do supply that home cooked touch during the holidays and at special events.

After Dante Laurino successful start in 1SR, the AUXCHEF program was expanded as a national pilot program. Dante Laurino of National-Special Projects was placed in charge to duplicate his pilot program. Ginger and Ron Ellis of the 5th District then took the lead to expand the program. 5th Southern and Northern AUXCHEFs routinely assist at stations and on cutters, as well as assisting at Coast Guard and Auxiliary VIP events, including at numerous flag events. At the 2009 N-Train, the Program was taken out of pilot status to be made a National Auxiliary program. The AUXCHEF Program is a Division within the Auxiliary National Department of Human Resources headed by Division Chief Russ Venti and Branch Chiefs. Ron Ellis- Atlantic and Linda Haynes Branch Chief-Pacific. Each Auxiliary District will have an AUXCHEF Chair appointed by the District Commodore who will work closely with the units in that District.

### **Who are the AUXCHEFS?**

The certified AUXCHEFs complete 18-22 hours of basic food services training. The training based on the FS3 Striker course, emphasizes safety and sanitation, working in a galley and basic food preparation. The Food Services Directorate has approved the AUXCHEF Training Program. A certified and experienced AUXCHEF is the instructor for the training, often assisted by a unit Food Service Specialist.

## **The USCG Auxiliary at a Glance**



### **Average Day in the Coast Guard Auxiliary**

Completes 62.5 safety patrols  
Completes 6.2 regatta patrols  
Performs 10.2 vessel assists  
Assists 28 people  
Saves 1 life  
Saves \$341,290 in property  
Participates in 100 operational support missions  
Participates in 48.7 administrative support missions  
Completes 13.4 recruiting support missions  
Educates 369 people on boating safety  
Performs 299 vessel safety checks  
Attends 70 public affairs functions  
Auxiliary Resources  
Operational Vessels 4,971  
Aircraft 226  
Communications Stations 2,641  
Members 32,950  
Personal Watercraft Facilities 263  
Auxiliary Volunteer Mission Hours  
Public Affairs 96,628  
Safety Patrol Hours 143,871  
Air Patrol Hours 10,038  
Support of CG Missions 269,652  
Hours of Public Education 73,097  
Hours of Member Training 51,212  
Auxiliary Qualified Team Members  
Boat Crew 7,098  
Auxiliary Coxswains 5,240  
Air Observers 294  
Pilots 263  
Navigation Aids Verifiers 2,829  
Instructors 8,547  
Personal Watercraft Operators 30

## **COAST GUARD GRADUATES FIRST TWO SEALS**

written by Lieutenant James McLay (DOG PAO)

While most everything else about Navy SEAL class 277 will look the same – haircuts, insignias, steely-eyed expressions – one thing will stand out at today's graduation at Naval Amphibious Base Coronado ... two U.S. Coast Guard tropical blue uniforms.

Two Coast Guardsmen will be joining this elite fraternity of warriors, marking the first time in the history of naval special warfare members from another military service have completed SEAL qualification training and been assigned to operational SEAL teams.

For more than a year and a half, these Coast Guardsmen endured what many consider to be the most difficult training available in the Armed Forces. This includes, among other things, training in combat diving, demolitions, marksmanship, patrolling, cold weather survival, land warfare and parachute operations.

The two members – whose names are being withheld for security reasons – attended training as part of an historic Memorandum of Understanding signed in 2008 by the Commandant of the Coast Guard, the Chief of Naval Operations, and U.S. Special Operations Command. The MOU is scheduled to last for the next seven years, with the option to extend indefinitely if both services find value in the arrangement.

The primary impetus behind the MOU is to contribute Coast Guard forces to the global war on terror. There are, however, secondary benefits to such an agreement.

It builds upon existing inter-service training opportunities between the nation's sea services, and 'operationalizes' the national maritime strategy signed in 2007 by the Coast Guard, Navy and Marine Corps. For the Coast Guard, it is also a valuable investment in the future – potentially providing counter-insurgency subject-matter experts to help develop counter-terrorism programs and training.

The newly commissioned SEALs will be assigned to operational SEAL teams for the next five years, where they will serve at least two operational tours before they have the option to return to the Coast Guard. This time will most likely include combat duty.

Three Coast Guardsmen are currently in the SEAL training pipeline. One recently completed Basic Underwater Demolition/SEAL (BUD/S) and has advanced on to more specialized aspects of SEAL training; one will begin BUD/S this month; and the third is preparing to begin training at the BUD/S preparatory school in Great Lakes, Michigan. The Coast Guard still has one seat yet to fill for 2010.

## History Lesson

The Brigantine shoals, feared by every ship captain who sailed the Atlantic coast in the days of canvas, were from two to three miles off the beach. Well over 300 vessels of all types have been wrecked on the shoals since the early 1700's. Records of these disasters were not well kept. One of the earliest wrecks of which there is a detailed account was that of the British Troop Transport Hastings which stuck on the shoals in the early part of October, 1775. In an effort to free the ship its master Captain Campbell ordered the cannon, muskets and powder thrown overboard. The effort failed and the British seamen and marines abandoned the craft and made their way to Brigantine beach. They were quickly rounded up by the militia – hastily summoned from inland – and taken prisoner to Philadelphia.

The British frigate Roebuck of 44 guns was wrecked off the south end of the island in 1780. Many of the most tragic Brigantine wrecks were in the 1800's and were highly responsible for pressure on the federal government for lighthouse and life saving services. The first federal grant for life saving devices was made in August of 1848 through the work of William Newell, at that time Congressional representative of the district. Long an advocate of such a service for coastwise shipping Newell succeeded in gaining an appropriation of \$10,000 to provide lifeboats from Sandy Hook to Little Egg Harbor. This was the first such appropriation to any state for this work. The following year another appropriation was made for six stations between Little Egg Harbor and Cape May.

Lighthouses had already come into being. In 1823, one was built at Cape May by the federal government. This was actually the second on the Jersey shore, the first being at Sandy Hook. The lighthouse at the Hook was erected in 1761 by New York merchants who considered it insurance against cargo losses on the Brigantine shoals and other treacherous spots along the Jersey coast. Barnegat light was erected in 1839 on the north end of Long Beach. The first Little Egg Harbor Light, near the south end of Long Beach, was built in 1848.

Dr. Jonathon Pitney, "Father of Atlantic City," was responsible for the erection of the Absecon light after many years of battling; it was turned on January 15, 1857. Originally on the beach, the 167 foot high lighthouse is now several blocks inland as new land built up in front of it.

One of the tragedies laid to the Brigantine shoals was the wreck of the Scottish barque "Ayeshire" with 200 passengers during the night of December 29, 1849. This particular wreck is important in that it marked a milestone in the early history of life saving techniques. The rescue involved the employment of a breeches buoy with a special apparatus perfected by William Newell. A yoke of oxen was brought to the strand. A ball fired from a mortar threw the line over the vessel. Then a closed life car invented by Joseph Francis of Toms River, was attached and within three minutes the first survivors were brought safely ashore. John Maxen actually threw the line and was later given a gold medal for his part in the affair. There were 201 persons taken ashore by that method in a two-day period. The story of the incident would not be closed without mentioning that Newell went on to become governor of New Jersey and continued a strong advocate of life saving stations.

continued next page

A far different tale is that of the packet ship Powhatan which on April 15, 1854, at 5 p.m. went aground on the shoals during a fierce Northeast storm. The vessel broke in two and all on board perished. Forty bodies washed ashore on the beach and were buried at Rum Point. Other bodies were found floating in the inlet waters, bays and thoroughfares. Isaac and Robert Smith of Smithville put many of the bodies on two boats and took them to Smithville on the mainland for burial. The bodies were placed in Isaac's storehouse until the women of the neighborhood could make burial garments. The men made rough coffins and the bodies were placed in a long trench in the old Quaker cemetery at Smithville where a historic marker today calls attention to the tragedy.

Also on April 15, 1854, during the storm, a schooner Manhattan struck upon the shoals about half a mile south of the Powhatan. Nine persons including Captain Fields of Bangor, Maine, were lost. A George Griffiths was the only listed survivor. Another tragedy of that year was the wreck of the "New Era" with 374 German immigrants in the steerage and eleven passengers in cabins. It ran aground on November 13 on the bar off Deal Beach. Personnel from three life saving stations gathered to help, but because of the extremely rough seas were unable to launch a boat. A lifeline was finally made fast and some of the crew were rescued by this method. However, 240 persons lost their lives in the wreck. An unusual Brigantine shipwreck occurred in 1847 when the "Florida" hit the shoals. Part of the cargo consisted of 15 bales of ostrich plumes. These plumes became so plentiful that several residents used them to insulate their homes. When the John Turner house was torn down in 1924 many plumes were found in the walls.

Many shipwrecks have occurred since the Settlement of the Country of which no record survives, based upon figures furnished by the Research Division of the United States Coast Guard; and information obtained from all available sources the total would exceed four hundred.

It is recorded that during the decade from 1846-1856, sixty-four vessels were wrecked within a radius of 10 miles of Brigantine.

A Lifesaving Station was established on the North end of Brigantine in 1849, when Brigantine was a desolate outpost accessible only by boat. Back then, its shoals were famous for ensnaring vessels heading to and from the ports of New York City and Philadelphia. The lifesaving station was originally manned by volunteers. They risked their own lives to aid stricken vessels in exchange for a portion of the cargo or some other reward. Stations like the one at North Brigantine formed the basis for the U.S. Coast Guard, which was created in 1915 when the Life-Saving Service was combined with the Revenue Cutter Service, which served as a form of maritime law enforcement. The lifesaving station itself wasn't immune to the weather's impact on the barrier island. In 1888, a hurricane destroyed the station, forcing the government to build a larger one farther up the beach. It was again destroyed in the Great Atlantic Hurricane of 1944.

## CUTTER VIGOROUS HOLDS CHANGE-OF-COMMAND CEREMONY IN CAPE MAY



CAPE MAY, N.J. – The crew of the Coast Guard Cutter Vigorous held a change-of-command ceremony Thursday at Coast Guard Training Center Cape May.

Cmdr. Gregory H. Magee relinquished command of the cutter to **Cmdr. Terry M. Johns**. **Johns recently served as director of the Coast Guard Auxiliary for the Fifth Coast Guard District, Northern Region**, where he was responsible for policy, training and readiness of more than 2,600 Auxiliarists who support the Coast Guard.

Magee is transferring to the Army War College in Carlisle, Pa., where he will study strategic leadership.

“I’m extremely proud of the crew of Vigorous and their efforts in going above and beyond to keep a 44-year-old cutter operational,” said Magee. “Their efforts overcame numerous challenges, including two hurricane evacuations to ensure we were ready for patrol.”

Under Magee’s command, the 80-person Vigorous crew served as on-scene commander for the cruise ship Carnival Triumph rescue and conducted a six-day escort of the ship to Mobile, Ala. They also conducted six search and rescue cases, resulting in five lives saved, interdicted 112 Haitian migrants and embarked an additional 60 Haitians from another cutter, all of whom were repatriated to Haiti. Additionally, the crew interdicted a coastal freighter with a hidden compartment containing 145 pounds of cocaine and 245 pounds of marijuana.

Medium endurance cutters like the Vigorous are built for multi-week offshore patrols, including operations requiring enhanced communications, and helicopter and pursuit boat operations, which provide a key capability for homeland security missions at sea.

**War does not determine who is right - only who is left**

## AUXILIARY AVIATORS "GET WET" AT USCG ACADEMY

Article by Auxiliarist Rande Wilson



NEW LONDON, Conn. - Auxiliary Aviation (AUXAIR) is a USCG Auxiliary operational program. AUXAIR aviators have varied aviation backgrounds and many have prior military experience. AUXAIR aviators volunteer their aircraft for use as facilities, just as surface operators volunteer their boats.

Auxiliarists involved in AUXAIR take Auxiliary aviation training, completing the syllabus for their level of qualification. After having their knowledge and skills approved by an Auxiliary Flight Examiner, they may be certified by the District Director of Auxiliary (DIRAUX) as Pilots, Observers or Air Crew in the AUXAIR Program.

AUXAIR does not offer flight training for pilots. Rather, it builds on what certificated pilots already have learned. Pilot applicants learn about search and rescue (SAR) techniques and patterns, Coast Guard communications, and Coast Guard flight safety rules and procedures.

Pilot candidates must successfully pass a written open book test, take water survival training and pass a check flight. Auxiliary aviators are held to high standards of training and safety. Auxiliary pilots are Pilots-in-Command of each mission.

Cris Gleason FC85, is certified as "Air Crew" with 5th N. District. and have previously been an Aircraft Commander with 1st Southern District. Jack Kelley has completed all of his requirements for Observer and is awaiting his DO clearance for final approval to participate in active missions.



May 10, 2013

**DIRAUX: FAREWELL from CDR JOHNS as D5NR DIRAUX**

Please accept my sincere thanks for allowing me to join your ranks as your DIRAUX over the last 3 years. Throughout this period, I have had the distinct pleasure serving you in our quest to improve Auxiliary missions, opportunities and processes. You have helped to make this tour very enjoyable and rewarding with lots of opportunities to grow both personally and professionally.

You are all true patriots and are a huge benefit to the Coast Guard and the boating public.

I hope that I have helped make your organization a little more effective and successful. With leaders, members and DIRAUX staff like you it would be hard to fail.

Thanks again for all that you do. Keep up the great work and don't forget to take time to appreciate and enjoy each other's company. You are all blessed in many ways.

For all further DIRAUX related matters, CWO McGarigal has the conn until CDR Arnett arrives in early July.

Fair winds and following seas to you.

Very Respectfully,

CDR Terry Johns

Prospective Commanding Officer, USCGC VIGOROUS (WMEC 627)