



# CALENDAR ISLANDS CHRONICLE

## *USCG Auxiliary Casco Bay Flotilla*

### SEPTEMBER 2019

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#### Commander's Message:

It's Hurricane season and it is only beginning. Storms are getting bigger and meaner and though we live in a part of the country that has been fortunate in escaping these events, we cannot be complacent and think it will never happen here. Team Coast Guard is the go-to team when these events occur. There will come a day when we are not only asked to respond down south but need to deal with an event here. Will you be ready?

As Flotilla Commander, it is my responsibility to help direct our activities in a way that increases our readiness and usefulness and considers each member's safety. Accountability drills cannot be taken lightly, must generate meaningful outcomes and be executable on a moment's notice. I am working with our officers to make sure that we have a system that can reach you, provide help if needed, and help identify who is available in an emergency. Please cooperate with this effort. It is part of the responsibility you agree to when joining the Auxiliary.

Incident Command training is something that all of us need to spend more time in. Online courses can be completed at your leisure and provide critical skills when assembling a response team. Our website has instructions for you to access this training. If you need help, ask for it.

Our meeting this month will feature one of our members, Arn Heggens, who will discuss how the USCG Auxiliary's role is expanding in relation to Sector Northern New England's Severe Weather Plan. It is important that you attend this meeting and learn how you can help and how to train.

Finally, have you considered Emergency Preparedness for yourself and your loved ones? This time of year is when you should review and update your plans or make them if you don't have any. While hurricanes may not reach us often, we do have Nor'easters that assuredly will. Extended power failures in very cold seasons are something we should be thinking about but what if there was a problem with the electrical grid in the dead of winter? It is important that we live up to our motto of Semper Paratus

## Staff Officer Reports

**Officer Name:** Kenneth A. Caprio  
Email: [kacvette@gmail.com](mailto:kacvette@gmail.com)  
Staff Office: : Materials  
Report Month: : August  
Major Accomplishment And Events: : No Report  
Programs of Note : succeeding in keeping on top of incoming orders  
Update Of Major Programs: : No Report  
Concerns: : No Report  
Good Of The Auxiliary: : Maine Open Lighthouse coming up in September; having pamphlets & coloring books available for adults & kids

**Officer Name:** John A. Cuzzo  
Email: [jcuzzo84@gmail.com](mailto:jcuzzo84@gmail.com)  
Staff Office: :  
Report Month: : August  
Major Accomplishment And Events: : Submitted to Commodore Belmore by email (Aug 14) and US mail (Aug 16) a copy of Richard Henry qualifying form confirming five supervised VSC, signed by Frank Connelly. Awaiting acknowledgement that he is now fully qualified as a VE. Sent email to VEs to submit all 2019 VSC form 7038 reports by September 8.  
Programs of Note : On track.  
Update Of Major Programs: : N/A  
Concerns: : Need to improve VE feedback/communications on VSC activities. Several VEs also serve as boat crew, CX. Others have work & family commitments. Creates scheduling challenges.  
Good Of The Auxiliary: : For those who travel a distance, we discussed the possibility of using skype for occasions when driving to a meeting is not practical or possible. This requires checking with Gold Side to determine if feasible, then coordinating and trying it out. If it works, more to follow.

**Officer Name:** Kathleen Caryl Wareagle  
Email: [jusanwareagle@yahoo.com](mailto:jusanwareagle@yahoo.com)  
Staff Office: : Diversity  
Report Month: : August  
Major Accomplishment And Events: : No Report  
Programs of Note : No Report or N/A  
Update Of Major Programs: : No Report or N/A  
Concerns: : No Report  
Good Of The Auxiliary: : No Report

**Officer Name:** William George Muir  
Email: [muirwgm@gmail.com](mailto:muirwgm@gmail.com)  
Staff Office: : Recreational Boating Safety Visitation  
Report Month: : August  
Major Accomplishment  
And Events: : No Report  
Programs of Note : Still working on meeting goal of 4 new active PVs/to date program has 1 with 1 new PV working of qualifications. Program visits are in progress with more visits scheduled.  
Update Of Major  
Programs: : Scheduling visits on a weekly basis for 1 PV until goals met.  
Concerns: : Not meeting goals for partner visits. Continue looking for fresh members to bring into the program. will take more time than planned.  
Good Of The Auxiliary: : No Report

**Officer Name:** Thomas Stephen Roche

Email: [agentthomasroche@gmail.com](mailto:agentthomasroche@gmail.com)

Staff Office: : Public Affairs

Report Month: : July

Major Accomplishment And Events: : Spent time setting up three events for September. Open Lighthouse day Sept 14th, Bass masters tournament on Sebago Lake Sept 11-13 and The Maine small craft celebration Sept 21-22 in Portland Maine. I am also working on the Maine boat builders show March 20-21-22 in Portland Maine. Assisted with the call list for the Hurricane preparedness drill. Successful in reaching most members in my AOR.

Programs of Note : Better than expected. Many added events this year.

Update Of Major Programs: : Focus group is moving forward with my focus on recruiting. Speakers bureau will be starting in October with event TBD

Concerns: : None to report

Good Of The Auxiliary: : No Report

**Officer Name:** George Willard Van\_syckel

Email: [georgevansyckel@gmail.com](mailto:georgevansyckel@gmail.com)

Staff Office: : Auxiliary Chaplain Support

Report Month: : August

Major Accomplishment And Events: : A Memorial and Committal service on Friday August 9th for our own Tom Roche Jr's father, LT Thomas Roche Sr who was a career Police Officer of the South Portland Police Department and retired from the Marine and Coast Guard.

Programs of Note : No Report or N/A

Update Of Major Programs: : John and Ben are well on their way to appointment to ACS.

Concerns: : No Report

Good Of The Auxiliary: : No Report

**Officer Name:** Billy G. Thornton  
Email: [thornton@maine.edu](mailto:thornton@maine.edu)  
Staff Office: : Navigation Systems  
Report Month: : August  
Major Accomplishment And Events: : Completed last outstanding bridge report for Casco Bay. Patons in need of verification have been completed, including one newly permitted/recently deployed research buoy off Pomroy Rock, Portland Hbr.  
Programs of Note : No Report or N/A  
Update Of Major Programs: : No Report or N/A  
Concerns: : No Report  
Good Of The Auxiliary: : No Report

**Officer Name:** Billy G. Thornton  
Email: [thornton@maine.edu](mailto:thornton@maine.edu)  
Staff Office: : Operations  
Report Month: : August  
Major Accomplishment And Events: : In support of NavSystems, have completed verification of this year's patons in Casco Bay and annual reports on 10 bridges. End of July conducted 2 "harbor cruises" for 14 U.S.Naval Sea Cadets and their leaders. Provided safety zone support for the Casco Bay Island Swim-Run, Harpswell Lobster Boat Races, and the MS Harborfest Lobster/Tug races in Portland Harbor. Underway training of break-in boat crew continues with those available this summer making great progress. And, preparation for crew/coxswain re-quals has been proceeding. Training and CG support efforts have been hampered by the loss of one OPFAC for the remainder of the season.  
Programs of Note : No Report or N/A  
Update Of Major Programs: : No Report or N/A  
Concerns: : No Report  
Good Of The Auxiliary: : No Report

**Officer Name:** Maroudia Byrne  
Email: [mbyrne2012@gmail.com](mailto:mbyrne2012@gmail.com)  
Staff Office: : Finance  
Report Month: : August  
Major Accomplishment : No Report  
And Events: :  
Programs of Note : No Report or N/A  
Update Of Major Programs: : No Report or N/A  
Concerns: : No Report  
Good Of The Auxiliary: : Checking

## COOKOUT!!



**Is it the three musketeers...or the three stooges??  
Great Shirts Guys!**

## **Flotilla Calendar**

September 2019

4 September (Wednesday)	Boating Skills and Seamanship	1900	FSO/PE	SMCC Health Science Bldg
9 September (Monday)	Flotilla Meeting	1900	FC/VFC	Rusty Scupper
11 September (Wednesday)	Boating Skills and Seamanship	1900	FSO/PE	SMCC Health Science Bldg
12 September (Thursday)	New Member Course	1830	FC	Station South Portland
14 September (Saturday)	Maine Lighthouse Day	0900	FSO/PA	Portland Head Light
17 September (Tuesday)	Weekend Navigator	1900	FSO/PE	SMCC Health Science Bldg
18 September (Wednesday)	Boating Skills and Seamanship	1900	FSO/PE	SMCC Health Science Bldg
19 September (Thursday)	New Member Course	1830	FC	Station South Portland
24 September (Tuesday)	Weekend Navigator	1900	FSO/PE	SMCC Health Science Bldg
25 September (Wednesday)	Boating Skills and Seamanship	1900	FSO/PE	SMCC Health Science Bldg
26 September (Thursday)	New Member Course	1830	FC	Station South Portland
29 September (Monday)	Flotilla Staff Meeting	1900	FC/VFC	Station Classroom

# News Release

**U.S. Coast Guard Headquarters**  
Contact: Headquarters Public Affairs  
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[Headquarters online newsroom](#)

## **U.S. Coast Guard releases 2018 Recreational Boating Statistics Report**

WASHINGTON -- The U.S. Coast Guard released its 2018 Recreational Boating Statistics Report Tuesday, revealing that there were 633 boating fatalities nationwide in 2018, a 3.8 percent decrease from 2017.

From 2017 to 2018, overall recreational boating injuries also decreased 4.5 percent (2,629 to 2,511), and the total number of accidents decreased 3.4 percent (4,291 to 4,145).

"While these decreases are encouraging, there are still too many deaths and injuries that could be avoided through the use of life jackets and eliminating alcohol consumption while operating a boat," said [Capt. Scott Johnson](#), chief of the Office of Auxiliary and Boating Safety at Coast Guard Headquarters.

Alcohol continued to be the leading known contributing factor in fatal boating accidents in 2018, accounting for 100 deaths, or 19 percent of total fatalities.

"It is heartbreaking to realize that more than 100 people could still be alive today had alcohol use been curbed," Johnson said.

Half of a boating party perished in Alabama in July 2018 when an inebriated passenger bumped into the operator, who had also been drinking, which caused the operator to swerve and crash into a bridge piling at about 25 mph. Two people were killed, including one who was struck by the boat's propeller. The operator had a blood alcohol concentration level of 0.15, nearly twice the state's legal limit of 0.08.

"This was just one tragedy that could have been prevented by removing alcohol from the day's activities," Johnson said. "Anyone who's spent long periods of time out on the water knows that alcohol consumption, when combined with fatigue from sun and wind exposure, will severely hinder a person's ability to make good decisions and maintain awareness of their surroundings."

The report also shows that in 2018:

- The fatality rate was 5.3 deaths per 100,000 registered recreational vessels, which tied as the third lowest rate in the program's history. This rate represents a 3.6 percent decrease from last year's fatality rate of 5.5 deaths per 100,000 registered recreational vessels.
- Property damage totaled about \$46 million.
- Operator inattention, improper lookout, operator inexperience, machinery failure, and excessive speed ranked as the top five primary contributing factors in accidents.

Where the cause of death was known, 77 percent of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, 84 percent were not wearing a life jacket.

"It's so important for a boater to always wear a life jacket and to make sure that it is serviceable, properly sized, and correctly worn," Johnson said." He noted that a number of deaths involved inflatable life jackets that had expired cartridges or life jackets that were not buckled, thus making them ineffective as lifesaving devices.

Where boating instruction was known, 74 percent of deaths occurred on vessels where the operator had not received boating safety instruction. The Coast Guard recommends that all boaters take a boating safety course that meets the National Boating Education Standards prior to getting out on the water.

The most common vessel types involved in reported accidents were open motorboats, personal watercraft, and cabin motorboats. Where vessel type was known, the vessel types with the highest percentage of deaths were open motorboats (50 percent), kayaks (13.5 percent), and canoes (7 percent).

The Coast Guard reminds all boaters to boat responsibly on the water: wear a life jacket, take a boating safety course, attach the engine cut-off switch, get a free vessel safety check, and boat sober.

"We thank our boating safety partners for their efforts," said Johnson. "Together we strive to reduce loss of life, injuries and property damage by improving the knowledge, skill and abilities of recreational boaters."

To view the 2018 Recreational Boating Statistics, visit

[http://uscgboating.org/statistics/accident\\_statistics.php](http://uscgboating.org/statistics/accident_statistics.php). For more information on boating responsibly, visit <http://www.uscgboating.org>.

-USCG-

B6 Monday, August 26, 2019 The Palm Beach Post REAL NEWS STARTS HERE

## Palm City man recounts moment his boat was struck by lightning

By Max Chesnes  
Treasure Coast Newspapers

STUART — The dark, ominous clouds crept behind them without warning.

The four fishermen huddled underneath the hard-top cover of the "Time Out" — a 31-foot Stamas idling 7 miles off the coast of Grand Cay, Bahamas.

The men came for fish, but would leave with something far greater: A story of the sea, rich with its rage, to be passed down for generations to come.

Maybe, they thought, the storm would pass.

Less than half mile away, they eyed the first lightning strike.

"It made us all cringe," said George Haddad, 71, of Palm City. "It was fairly close and the time between the lightning and the thunder was almost simultaneous."

And without warning, in the blink of an eye and the snap of a finger, the second bolt struck.

"We got hit," Haddad said. "It blew the electronics cabinet right off, right over all of our heads."

### Nature's hammer

Haddad appeared a

man akin to one found in a Hemingway novel: Seasoned and salted over by years of crossing the sea.

Just shy of 72, the Palm City native crossed over to Grand Cay with the hopes of catching something big. His brother-in-law Craig Linton, 68, of Palm City, and two pals Dave Defarrari, 68, of Stuart and Stan Lockard, 61, of Cocoa Beach pattered their way to a local fishing spot Aug. 10.

Blue skies met crystal-line seas as a pile of fishing rods lay ready, locked and loaded for the day's haul.

And then, as if appearing from nothing, a storm rolled in.

"It looked like it was going to bypass us," Haddad recalled. "And you can't move fast through the shallow channel unless you're very familiar with it."

The first thing the men remember is the sound, Haddad said. A BOOM so loud and so piercing that all four of the fishermen lost their hearing for what seemed like 5 minutes.

Fried electronics and fishing poles scattered like shrapnel across the boat.

Confusion struck quickly after the lightning, followed by the reality of what was happening.



George Haddad, of Palm City, whose boat was hit by lightning Aug. 10, talks about his experience from sitting inside the boat as it's dry-docked for inspection in Martin County. [SARA MARINO/TCPALM.COM VIA AP]

Haddad, who had his hands on the boat's steering wheel, was frozen to the machine as electricity surged through his body, he said.

"It felt like somebody hit me in the chest with a hammer," Haddad said. "It seemed like a long time, but it was probably only a couple of seconds."

### A scramble for safety

Still in shock, the four men returned to their instincts.

Linton dropped an

anchor — a classic weight and rope — after the primary electronic anchor was destroyed by the lightning.

Defarrari texted Page, Haddad's wife. Lockard called mayday on a handheld VHF radio, one of the only pieces of safety equipment miraculously spared by the strike.

"We were dead in the water," Haddad said. But in a freak situation like theirs, the fear comes later. Action came first.

By some act of fate, all four men were unharmed by the lightning strike.

Haddad had always felt

bogged down by the loads of safety equipment he carried on his boat for every fishing trip, he said. But the flares, the GPS and the life jackets all carry a new meaning for the four men who dodged the ultimate bullet from Mother Nature.

"You just never know what's going to happen," Haddad said. "And you should always be carrying that stuff."

### Damaged equipment, but not spirits

Despite the series of chaotic moments, the

four men kept their spirits high. Haddad said a "good Samaritan" in a nearby boat noticed the stranded men and towed them safely back to Grand Cay.

He never did get the name of the boater.

Once back in the Bahamas, Haddad was cleared by a local clinic for injuries. His only ailment from the lightning strike? High blood pressure.

The group of fishermen arranged for Sea Tow, a marine towing company, to bring the boat back to the United States, he said. The journey home took 19 hours.

In all, the boat's antenna, several fishing rods and almost all of the electronics were destroyed by the lightning strike, Haddad said.

The total damage to Haddad's boat was being estimated Friday (Aug. 16) by Marine Customs Unlimited in Stuart. He estimates it will be several thousand dollars but has no official number yet, he said.

"In the future, I'll be a little more cautious about the weather," Haddad said.

"But it's not going to keep me from going back out there."