



U.S. Department of Homeland Security
United States Coast Guard Auxiliary
Flotilla 8-7 Cumberland

Flotilla Commander (FC) Joseph T. Lee
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the **Aux** *tales*

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PROFILES IN COURAGE

*Joseph T. Lee, Jr.
Flotilla Commander*

HONOR, RESPECT, DEVOTION TO DUTY.

Those are the Core Values of the United States Coast Guard Auxiliary. These values should be as close to our heart as the values of DUTY, HONOR, COUNTRY that many of us swore our lives to upon entering the military, becoming a law enforcement officer, fire fighter, or holder of civilian elected office. Many say the words but how many of us LIVE the meaning?

This Newsletter is dedicated to one person who did. Carman DeGregorio was a Retired Millville Police Officer. He and his wife Adrienne were long time Aux Op members of Flotilla 3-4, one of the two flotillas that joined together to create our Flotilla 8-7.

On November 27, 2007 he witnessed a young lady being stuffed into the trunk of a car at



a Millville 7-11. He could have done nothing, or called 911 or like many people today, taken a picture and post it on social media but that was not Carman's nature. Our shipmate confronted this felon and helped the young lady escape. The felon then started to circle the parking lot with his automobile at high speed. Carmen sent the young lady into the 7-11 for safety while he distracted the felon away from her. He was struck at high speed and died two days later of injuries sustained. The felon is now serving 30 years with no parole resulting from a guilty plea.



Carman DeGregorio displayed the core values we swore an oath to, a devotion to duty he took to heart, both as a police officer and a member of Team Coast Guard. He came to the assistance of a total stranger who appeared to be in jeopardy, putting others well being before his own as our active duty shipmates and law enforcement officers do every day.

We are living in changing times and we are faced with more challenging requirements in the Auxiliary every day. We are expected to do a little more or something a little different. When I become annoyed by change, I think about

Carman, his devotion to duty, his love for his fellow citizen and I realize how silly I am being. I then redouble my efforts to hold those Core Values as dear to my heart as our shipmate did.

When he died, Carman and his wife Adrienne had twin 15 year old children. Adrienne, a life member of the Auxiliary has since crossed the bar in 2013. Carman was awarded The Auxiliary Plaque of Merit posthumously. He had been retired from the Millville Police Department for three years.

**Honor, Respect,
Devotion to duty**

Flotilla 8-7 Commander's Corner

*Joseph T. Lee, Jr.
Flotilla Commander*

Shipmates, this is the official launching of Flotilla 87's own newsletter, the "Auxtales". We intend to

use this newsletter to keep all of our Flotilla members informed of our activities, our calendar and other item of interest in the Auxiliary. This Flotilla is the combination of two very old and honorable flotillas from the former Division 3, Flotillas 3-3 and 3-4.



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Combined we have over 100 years of service to the Coast Guard and the Community.

important part of our Flotilla.

When I look at all the activities that we are getting involved in I get excited. We are moving to get all of our Vessel Examiners current in their certifications. We have three new PVs and one more in the making. We have two ITs reactivating their certifications. There is a Boat Crew class coming up in April and we have some Boat Crew members in REYRS planning on getting caught up and become active. I was assured by the Division Commander that we are welcome to crew on any facility in the Division or in the District. We will be working on finding training for new coxswains and looking to get some water facilities certified as Auxiliary Facilities. Our Air group is growing and is an

We have an Aircraft Pilot and his air facility who has been serving Aux Air for years. We also have a number of members looking at training for Air Observers. The PE program will be starting up in March and I am hoping we can increase the number of state qualified PEs to serve. We have begun a second monthly meeting just for training so that we our flotilla can begin to share information and skills. Our SO-CM is willing to come and teach a class on radio communications. We will be learning Chart reading, seamanship skills and alike. On April 2nd we are holding a 4 hour TCT during which time all boat crew and Vessel Examiners (current and REYRS) should attend to have their life vests inspected, be restocked with mandatory equipment, and certified. We are looking to start up an Aux Op program and can begin to teach those classes on yet another monthly Wednesday. Please think about which AUXOP class you would like to



start with.

As we get re-qualified and organized, we can put those skills to good use. We are going to be organizing an outreach program to arraign "Auxiliary Days" at six or more marina's. We will have VEs inspecting vessels, ITs available to teach "dock side" lessons on required equipment, man overboard drills and alike. If possible we will be stocking my RV bus with Coast Guard Auxiliary pamphlets and coffee to act as a Public Affairs Information booth at these marinas and a break area of our members.

We are planning on working together with Division 8 on Marine Safety
Environmental Protection

programs such as the Monofilament Recycling program, Osprey protection, Bay Cleanup and Horse Crab Rescue.

We are also looking to form an alliance with public service organizations such as the Boy Scouts and other civic youth organizations to provide them instruction on boating safety, radio communication rules, life jacket use and emphasizing the Auxiliary's 4 Keynote - Always wear your life jacket, take a safe boating class, get a vessel safety examination, file a float plan.

I know this is an aggressive undertaking but with the ability and knowledge within our flotilla, if we all pull together we will far exceed our expectations.

Semper Paratus!!!

Training Notes

*Joseph T. Lee, Jr.
Flotilla Commander*

Mandated Training is the key word for our training

efforts in our flotilla. The Auxiliary has mandated that all members must complete the series of 8 mandated training courses every five years, in addition we must all complete



ICS 100 and ICS 700 as part of our required course work. There are three ways to complete this training and the easiest would be to do so from your computer at home. AUXLMS is the Auxiliary website to do the training on and I have provided instructions on how to gain access to that site and complete the course work. I will keep those instructions on hand and available for any member needing it. The Auxiliary will be offering workshops on those courses throughout the year. I have also provided a standing offer that you may call on me at my home and I will help you locate the web site, log in and advise you on taking those courses. You could complete all the 8 mandated classes in one sitting but reserve a couple of hours. The ICS 100 and ICS 700 will take you a little longer and is accessible

through a google search as well as AUXLMS.

The dead line for completion was last December. Failure to complete the training then was that the Auxiliary will not respond to a request for an ID card from you and you cannot be appointed to elected or appointed office until you do complete them. Failure to complete them by December of 2016 will cause any and all of your qualifications to go into REYRS in addition to the ID card and office restrictions. Essentially, all you can do then is pay dues and attend flotilla meetings. I cannot urge you strongly enough to get these done. The Auxiliary will even allow you to "self-certify" completion in the event that you take these courses on line and they did not register. Everything that the Auxiliary and the Flotilla can do to make sure you have the ability to complete these have been done, now it is up to you to take action.



Operation Paddle Craft

Joseph Lee and Steve Bork

The paddle craft sport is one of the fastest growing recreational boating areas today. The reasons are many such as the cost in comparison to a power boat, the few mandatory regulations, the accessibility of rivers, streams and estuaries that can be used for paddle craft. In Cumberland, Salem and Atlantic County there are numerous opportunities to use paddle craft and you see it every weekend. Paddle craft are excellent for the recreational user for fishing, hunting, or just plain having fun out on the water but each of those activities require knowledge and preparation.

We also see that over 300,000 paddle craft are being sold every year and from stores and outlets that have personnel with little or

no paddle craft experience. I was in WalMart just the other day and saw some on sale for less than \$300. A large majority of people who purchase them have no training or experience in either boating or paddle craft. Very little of that training and information are available from the big box dealers or other outlets. Thus last year there were more than 200 deaths and injuries to paddle craft operators. People are severely injured or die due to lack of preparation, lack of training and inattention.

Our role with paddle craft is the same as with power boats and sail craft. Safety, safety, safety. We can add paddle craft safety to our public education classes. We can use ANSC form 7012a to perform vessel safety checks. We can use our Public Affairs expertise to reach out to not only the paddling public but also the equipment venders and paddle craft rentals to insure the correct safety information is provided.

Because of our unique location, flotilla 8-7 is in an excellent position to promote



and support the paddle craft recreation movement. We need to develop in house expertise in paddle craft recreation and to promote boating safety to their participants.

Steve Bork is in the process of identifying locations to place documentation. Many of our members own paddle craft so we can practice vessel examinations on. In the near future we will be inviting Joseph Smith, Division Commander of Division 7 and Laurie Huselton DSO-MS and ADSO-PE to present to our flotilla and VEs during training sessions to increase our knowledge of inspection techniques and safety requirements for paddle craft. Together they have a vast knowledge of paddle craft, safety and inspections. We could even have an opportunity for members to offer their paddle craft as facilities.



The simple rules to paddle craft are:

1. Always wear a life jacket

Using an inherently buoyant life jacket can get you back into a kayak if your fall out. Drowning was the leading cause of death for 2013 paddle sport operations. It is much harder to put a life jacket on while you are in the water.

2. Get a paddle smart sticker.
Check the weather. Have a
plan



A Paddle Smart Sticker is a great thing to have on your kayak or paddle craft. It lets authorities know who to call if your craft is found and save rescue crews countless recourse hours. Filling out a float plan is another crucial step.

3. Have the proper gear

If in remote waters a handheld VHF-DSC radio can give you a way to call for assistance.

Cell phones are useless if they get wet.

4. Know your role

It is important to educate yourself before going out on the water. Situational awareness and attention will insure your safety. Stay clear of other recreational boaters and allow them the right of way.

Use the buddy system

Paddling with a partner or in a large group will reduce risks to individual paddlers.

This will give use yet another opportunity to serve the Coast Guard and the Recreational Boating Community.

A SOUTHERN POINT OF VIEW

*Joe Safranek, DDC-P
5th District Southern Region*

Congratulations to Flotilla 87 for starting up a new newsletter. AUXTALES will be a great vehicle to not only showcase your flotilla but

also to keep the members informed of important happenings in the Auxiliary World.

I have been friends with FC Joe Lee for about 60 years so I will be happy to share many embarrassing stories about him with your members. I have also known VFC Ella Sue since



before she and Joe married.

Flotillas count on each and every member to do their part to make the unit successful. Each member has her/his own desire as to what areas they want to specialize in when they join so encourage them to do so. You can also point out other great opportunities that are available. Most new members are recruited and sort of pushed towards Ops, pushing that member to qualify as boat crew and eventually coxswain. We also have a tendency to get members IT qualified so they can teach PE and then get them certified as VEs and PVs. I was recruited by a couple of ham radio operators (Joe Lee being one) because of my communications background. A guy in my home county of Gloucester, Virginia, told me that if I were to join the Auxiliary I could apply to be a communications watchstander. That would let me go in and operate a USCG station's radio system for that shift. Yeah, right, they are going to let a guy walk in off the street and take

over their comms center. Well, over 6,614 logged watchstander hours later I can say that he was correct. I work the communications center at Station Milford Haven two days per week. The AUX-FS (nee AUXCHEF) system started here at Station Milford Haven in Hudgins, Virginia. Recruit those professional and amateur chefs to help backfill units and cutters that need help. There are a lot of ways we can serve besides the traditional routes.

As a District Directorate Chief – Prevention, Recreational Boating Safety (RBS) areas basically live in my directorate, i.e., Public Affairs, Public Education, Program Visitation, and Vessel Examinations. RBS is Auxiliary Job #1 but there are other things we can do. In everything we do in the Auxiliary we can tie in PA. When you tie in PA you give a mention of RBS. It is cyclic operation where we can fill other mission tasking while also pushing our primary



mission.

All members should consider completing the AUX-20 PA course.

It is an interesting entry-level course that is packed with great fundamentals for the student to learn. It will not make you an expert in PA but it does give you a great foundation for completing the more advanced PA courses available to us. I also highly recommend all members complete the FEMA IS-29 Public Information Officer's Course. This is an entry level course that takes about 2.5 hours to complete. I have experience as a ham radio PIO and this course will also help build a PA foundation from the Joint Information Center (JIC) point of view.

Shipmates, you are building a great flotilla and are providing a lot of wonderful ideas. Joe keeps telling me about your enthusiasm. Keep it up. Leaders, elected and appointed, do your part by mentoring others to fill your position. Learn more about others' positions. Be willing to

step up and assume more responsibility. FSOs seek out your Division SOs and learn "the bigger picture." Look at the years and levels of experience just the members of Flotilla 87 bring to the plate. Now add the experience of the other Sector Delaware Bay 69 flotillas spread out over 12 divisions and there is a bunch of expertise that can be utilized by the Coast Guard. We are part of Team Blue, the active, reserve, civilian, and Auxiliary components of the United States Coast Guard. We serve in the LANT East, LANT West, and PAC Areas.

Some serve in 5th Northern and others in 5th Southern. Whatever missions you perform, no matter what number designator your unit has, serve with honor, respect, and a devotion to duty.



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Credit Where Credit is Due



Flotilla Commander Joseph T. Lee presents Ella S. Lee the Auxiliary Sustained Service Award for 1650 hours of dedicated service.



Flotilla Commander Joseph T. Lee presents Howard W. Davis, Jr. the Auxiliary Sustained Service Award for 1650 hours of dedicated service.



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COAST GUARD MOBILE APP

Patrick Mconell of 'The Blinker'

The Boating Safety Mobile app was not designed to replace a boater's marine VHF radio, which the Coast Guard strongly recommends all boaters have aboard their vessels. The app was mainly designed to provide additional boating safety resources for mobile device users. The USCG Mobile App features include:

- Find the latest safety regulations
- Request a vessel safety check
- Check your safety equipment
- File a float plan
- Navigation Rules
- Find the nearest NOAA buoy
- Report a hazard
- Report pollution
- Report suspicious activity
- Request emergency assistance



The app is self-contained, so personal information is stored on the phone and is not sent to the Coast Guard unless the user chooses to send it. The Coast Guard does not track a user's location, and the app does not track a user's location unless the app is being used. For more information on the app, please visit: <http://www.uscg.mil/mobile> The app is available for both the iOS® and Android® systems.



Coast Guard History

By Bob Philbin FSO-PA

I thought that for the first of these columns we might look at the origins of the modern Coast Guard and see what similarities and differences there are to the modern service.

In 1789 Secretary of the Treasury Alexander Hamilton (later killed by Aaron Burr in a duel in Weehawken, New Jersey) and the rest of the government recognized a pressing need of the new United States of America: money. Revenues were far short of being able to pay the operating expenses of the country, let alone to begin to retire the debt some \$50,000,000!

Hamilton pressed for, and Congress passed, a law imposing a duty on the tonnage of all ships entering US ports. To enforce that law - the Tariff Act - "customs surveyors" were authorized to collect the monies owed on

the ships entering port or along our shores for up to four leagues at sea as they approached our ports.

There was a long tradition of avoiding taxes by means of smuggling goods ashore on the many miles of American beaches and inlets. Prior to our Revolution and during the war smugglers used the fine bays of New Jersey as a destination for their illicit goods, and the practice continued after the war as well. The Continental Navy had been disbanded in 1785 and its ships sold off. There was no seagoing branch of the government to enforce the tariff law. (Although Congress had passed the law it had not authorized the purchase of any ships to enforce it...)

In April 1790 Hamilton recommended to Congress that a fleet of ten boats based on the lines of the Baltimore clippers (already proven swift as well as able to ply the harbors and coves) and



The first US Revenue Cutter *MASSACHUSETTS*

the crews to man them be approved. The first boats took station in 1791. One boat , the *General Greene*, was assigned to the Delaware Bay and one, the *Vigilant*, for New York, but they were also able to patrol the coasts outside their assigned areas . These "Revenue Cutters" were the first of the Revenue Cutter Service .

In the years following the American revolution both Britain and France took advantage of our weak "sea-power and captured our ships and cargoes. The 1794 the Jay Treaty with Britain removed them from the issue, but France was still in it. In 1794 the US stopped payment of its debt to France from the Revolution, the



reason given being that the debt was owed to the previous regime, that of Louis XIV. The Revolutionary First Republic which had guillotined the French monarch had in essence cut off US payments as well.

The Quasi-War...

The French began by taking US merchant ships bound for England (yes....the old English-French Wars) but soon French privateers were taking American ships wherever found - especially off our own coast - , and selling them and their cargoes. The US still had no Navy, but the original ten cutters had been replaced by thirteen larger ships. These began defending our merchantmen off our coasts for nine months until the Congress created a new Navy in April, 1798. Eight of the Revenue Cutters were transferred into the new navy.

Between 1798 and the end of the Quasi-War in 1800 Revenue Cutters captured sixteen enemy ships, and

recaptured a number of American ships held by the French. The cutter *Eagle* captured five French naval and privateers, assisted in capturing ten others and helped retake seven American prize ships. Quite a feat.

The Revenue Cutter Service then went back to its original job: enforcing the Tariff Act and ensuring that taxes be paid...under the Treasury Department.

Remember Prohibition? The modern Coast Guard played the major role in suppressing smuggling of liquor into the US. Then there is the War on Drugs....

And in World War II the Coast Guard was again placed under Navy direction, crewing both its own cutters as well as Navy ships, and especially landing craft ranging from the smaller Landing Craft Personnel, Ramp (LCPRs) Landing Craft, Vehicles, Personnel (LCVPs,



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the famous Higgins boats)
Landing Craft, Medium(LCMs)
and Landing Craft, Tank (LCTs)
Landing Craft , Infantry (LCIs)
and up to the large Landing
Ship Tank (LSTs. also called
by their crews Large Slow
Targets).

That is just a brief look at one of
the American services which
merged to become the modern
Coast Guard.

Semper Paratus!



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Event Calender

April 2th Flotilla Training Session at 0830 hours at the Millville Methodist Church
April 13th Division 8 Meeting at 1900 hours at Flotilla 82 Cape May, NJ
April 14th Flotilla Meeting at 1930 hours at the North Vineland Fire Hall
May 4th Flotilla Training Session at 1930 hours at the North Vineland Fire Hall
May 11th Division 8 Meeting at 1900 hours at Flotilla 83 Wildwood, NJ
May 12th Flotilla Meeting at 1930 hours at the North Vineland Fire Hall
May 28th - June 5th National Safe Boating Week
June 1st Flotilla Training Session at 1930 hours at the North Vineland Fire Hall
June 8th Division 8 Meeting at 1900 hours at Flotilla 84 Absecon Island, NJ
June 9th Flotilla Meeting at 1930 hours at the North Vineland Fire Hall
July 4th Bay Days Port Norris, NJ
July 6th Flotilla Training Session at 1930 hours at North Vineland Fire Hall
July 13th Division 8 Meeting at 1900 hours at Flotilla 85 Brigantine, NJ
July 14th Flotilla Meeting at 1930 hours at the North Vineland Fire Hall
August 3rd Flotilla Training Session at 1930 hours at the North Vineland Fire Hall
August 10th Division 8 Meeting at 1900 hours at Flotilla 86 Lower Township, NJ
August 11th Flotilla Meeting at 1930 hours at the North Vineland Fire Hall
September 7th Flotilla Training Session at 1930 hours at the North Vineland Fire Hall
September 14th Division 8 Meeting at 1900 hours at Flotilla 87 North Vineland Fire Hall
September 15th Flotilla Meeting at 1930 hours at the North Vineland Fire Hall
October 5th Flotilla Training Session at 1930 hours at the North Vineland Fire Hall
October 12th Division Meeting at 1900 hours at Flotilla 88 North Vineland Fire Hall
October 13th Flotilla Meeting at 1930 hours at the North Vineland Fire Hall
November 2nd Flotilla Training Session at 1930 hours at the North Vineland Fire Hall
November 9th Division Meeting at 1900 hours at Flotilla 81 Ocean City, NJ
November 10th Flotilla Meeting at 1930 hours at the North Vineland Fire Hall
(Elections)
December 7th Flotilla Training Session at 1930 hours at the North Vineland Fire Hall
December 14th Division Meeting at 1200 Change of Watch at Tuckahoe Inn.
December 15th Flotilla Meeting at 1930 hours at the North Vineland Fire Hall
(Change of Watch)