

Aux Tales

Flotilla 8-7



Flotilla Commander Joseph T. Lee

July 2016

Editor FSO-PB Megan Passivo

Vol II. Quarterly

Comments and replies should be directed to genjtleee@comcast.net

The Aux Tales was produced at no cost to the US Government.

***Mission Statement:* AuxTales' main purpose is to showcase the extraordinary work being accomplished by the members of Flotilla 8-7 of the 5th District Northern Region United States Coast Guard Auxiliary. AuxTales' shall also be used to distribute newsworthy items from other areas of the Auxiliary and US Coast Guard.**

Commanders Corner:

Flotilla Commander Joseph T. Lee

Summer has arrived and we are in action for Cumberland County and Flotilla 8-7. We have initiatives galore within the Flotilla and I want to highlight them.

First we have our Air and Sea Operations efforts. Our Aircraft Commander and his facility have been engaged in training and SAR work on a steady basis for quite a while and continues to provide life saving support for our active duty colleagues. In addition our Helo-Rescue team member is dedicated to the Coast Guard patrol and rescue efforts. Our boat

crew members in REYRS only need to perform water patrols to regain their competencies. We have arranged for Division 8 Staff Officer-Operations and the division coxswains to make Division resources available to us for patrol opportunities. We have a coxswain-in-training and we are always looking for more members to take boat crew training. We have one fully-trained watch-stander and one in training.

Our primary Recreational Boating Safety Program has started off strong this year. We have re-certified almost all VE's and PV's that had let their qualifica-

tions lapse and have also qualified new visitors and examiners. Together we have carried out a very high number of Partner Visits and Vessel Examinations.

We have participated in two PA/VE/PV/PE activities so far this year, one at Port Norris for Bay Days and one at Fowser Road Boat Launch. We have been invited back on the 16th of July to Port Norris by the Bayshore Center as they were very happy with our presentation at Bay Days. We are also planning on one more "Auxiliary Day" at Long Reach on a weekday. Add to that "Auxiliary Days" at Higbees in Fortisque, SunDog Marina in Newport, Matt's Landing (Anchor and Hasse's), and Hopewell Days in September. As you know, we roll up in a 40 foot RV Bus, hang out our awning, set up a table of brochures and pamphlets, and lay out a paddle craft display. The response has been great! We are looking for one or two more places to set up this year. I would like to encourage ALL of you to consider becoming qualified Vessel Examiners, Partner Visitors, Instructors and/or PA Specialists and fully participate in these efforts. This is an EXCELLENT opportunity to step out into the community, provide a service to the public and let people know who we are and how we help. Remember, you do NOT need any special competencies to work a PA event—just the desire to participate and be in the proper uniform.

Our Marine Safety/Environmental Protection program has skyrocketed. The flotilla had placed three Monofilament Recycling Bins throughout Cumberland County at Fowser Boat Launch, Popeye's Marina and Haase's Marina at Matt's Landing. This year we have identified three more Recycle bins that we adopted, and, through a private donation, was able to buy 11 more that are being positioned throughout Cumberland County. Additionally we are working with the University of Delaware, and Auxiliary Divisions 8 and 12 to propagate recycling bins throughout the State of Delaware, and Salem County, Cumberland County, Atlantic County and Cape May County in New Jersey. This is a fast growing and high profile project that is badly needed throughout our community.

Our other Public Affairs/Public Education efforts are to provide assistance and safe boating instruc-

tions to the "Hooked on Fishing Not Drugs" program in Gloucester County and to provide a series of children's books called Ensign Benson and His Dog Onyx to show the kids what the Coast Guard does. We will be providing this book series to a library in our county and donate another set of them to a school. We will have members in uniform present these books to the school and to read some of them to the kids.

Our Public Education Safe Boating Classes are on an upswing as we are seeking more wide spread publicity media and locations to advertise our classes. This has resulted in success so far.

Finally, we need to get our training done. We have almost qualified most of our members with Mandated Training. We need to redouble our efforts to make sure all those who have not completed this task are provided with opportunities to do so. These courses are available on-line in AUXLMS and at FEMA web site (ICS100/700). I am available to all at my home office to log on-line and assist all in completing this task. In addition, I would like to see more of us commit to AUXOP classes that members of our flotilla are willing to provide. We should also take advantage of the training programs for Public Affairs, Marine Safety, Communications, and many more that are available to all of us FREE of charge.

Last but not least do not forget the picnic August 27th at the Lee House. Food and Drink for all plus bring your swim suits and make use of the pool and hot tub. We could even do Swim Quals for boat crew!! Plus you can take a tour of our exotic grottos!!

We have made a commitment when we join the Auxiliary to do a job. We have the opportunity to do so here and now and to further qualify ourselves in other interesting areas of the Auxiliary Let's take advantage of it. This is what YOU are doing. I am proud to call each and every one of you Shipmate.



Pictured Right: Vice Flotilla Commander Ella Lee is awarded the Coast Guard Auxiliary Sustained Service Award by Flotilla Commander Joseph Lee for over 1500 hours of Auxiliary Service.



Pictured left: Flotilla Commander Joseph Lee awarding Flotilla Staff Officer Secretary/Records (FSO-SR) The Partner Visitor Certification. Rich is now a certified Partner Visitor as well as a Vessel Examiner and wears a star on his Vessel Examiner Ribbon.



Pictured right: Aircraft Commander Howard Davis receives the Coast Guard Auxiliary Sustained Service Award for over 1500 hours of service to the Auxiliary from Flotilla Commander Joseph Lee.



Recreational Boating Safety Is A 365-Day A Year Mission

Written by Rob Sersen, District Commodore 5th Southern Region

Even though last month's National Safe Boating Week was the kickoff to Safe Boating, keep in mind promoting Recreational Boating Safety (RBS) is a 365-day a year mission. Be safe, have fun, and continue to promote RBS!

Together let's proactively promote recreational boating safety so well that every person in our local communities knows who we are, what matters most to us (our top priority is their safety), what expertise and services we offer, and why these are of value to them.

Together let's proactively ensure every person who enjoys recreation on our local waterways is better informed, equipped, and prepared before they go on the water.

As we passionately work to keep the public safe, let's project enthusiasm and professionalism at all times.

Every member's participation is essential to benefit as many people as possible and fulfill our mission. Let's each get involved in some capacity.

With whatever time we each have available—5 hours, 10 hours, 20 hours, or more—make it a personal priority to touch lives this summer.

Your efforts to get the below "10 Ways" information in front of as many people as possible is greatly appreciated. Whether you put your own flavor on it and send press releases to the media, share these principles during your Vessel Safety Check, develop your own brochure to distribute to your Program Visitor RBS partners, share it with your Public Education students, post in on social media, and/or share it in person or via email with community groups or your personal circle of contacts, it all contributes to the whole and is appreciated.

Every interaction we have with the public matters—and makes a meaningful lasting impact.

Feel great knowing we're helping people in our own communities stay safe so they can avoid preventable tragedies and instead focus on summer fun.

10 Ways to Become Better Informed, Equipped, and Prepared on the Water

Whatever way you play on the water—whether it's with a kayak, canoe, jet ski, powerboat, sailboat, SUP or anything else—make your safety the TOP priority!

The United States Coast Guard Auxiliary is your partner in safety. Your safety is our TOP Priority!

We're determined to arrive at the day when every person who enjoys recreation on our local waterways is better informed, equipped, and prepared before they go out on the water!

Follow these simple yet important steps to put safety first so you can focus on worry-free fun on the water:

Is it truly important to wear a life jacket?

1. Wear your Life Jacket. We all go out on the water to have fun, but we need to prepare for the unexpected. In an emergency, every second counts. Often, the difference between life and death is having a life jacket already on versus losing precious time fumbling around for it when you need it. 84% of fatal drowning victims weren't wearing a life jacket. With an expanded variety of comfortable options available, there's no reason to be without one. Attach a whistle to your life jacket as the sound from a whistle is much more audible than your voice, plus you can blow a whistle far longer than yelling for help.

What's the best way to be sure that your boat and its equipment complies with all federal, state, and local safety requirements?

2. Get a FREE Vessel Safety Check annually. Safe boats help save lives! Visit www.SafetySeal.net to schedule an appointment. You'll be glad you did. A vessel safety check ensures the vessel and its equipment comply with federal, state, and local safety requirements. It's your opportunity to get the facts and get your questions answered. An educated boater is a safer boater...Know before you go! 30-60 minutes of your time for peace of mind.

Would a safe boating course be worth my time?

3. Take a Boating Safety Course. What you don't know can cost you! 80% of boating deaths occurred on boats where the operator had not received boating safety instruction. Most on-water accidents are preventable. Education prevents accidents. Visit <http://cgaux.org/boatinged> to search affordable (\$25-\$50 on average) courses of all levels taught year-round by local experienced expert instructors.

We all know that alcohol and driving a car don't mix—what do we need to know about alcohol and boating?

4. Boat Sober. Keep yourself, friends, and family safe; never boat under the influence. Alcohol use is the leading contributing factor in boater deaths. Drunk boating is drunk driving. Alcohol and other drugs impair judgment. Alcohol has a greater effect when the sun, wind, noise and vibration, as well as the action of waves, adds to your instability and fatigue while afloat. Have a designated vessel operator when friends and family are having a few adult beverages while out on the boat. The designated operator will help keep passengers and surrounding boaters safe.

Is bringing a cell phone enough or is a VHF radio important?

5. Purchase a VHF radio preferably equipped with Digital Selective Calling (DSC) and an EPIRB. Register both. A cell phone connects you to one party only. A VHF radio is better in an emergency because you can simultaneously alert the Coast Guard and surrounding boats with one communication. Even better is a VHF radio equipped with DSC since this allows the radio to instantly send a digital distress alert to the Coast Guard. Part of that alert is a nine-digit Maritime Mobile Service Identity (MMSI) number that identifies your boat and includes all registered information. Also it is recommended that DSC-equipped radios be interfaced with your GPS when they are installed so that your position will be sent with the emergency message in a distress situation. This locates you faster to aid rescue efforts. When an EPIRB is properly registered, the Coast Guard will be able to use the registration information to immediately take action. If the EPIRB is unregistered, a distress alert may take up to two hours longer to reach the Coast Guard over the international satellite system.

To improve safety, is there anything important to do every time before leaving the dock?

6. Have a Pre-Departure Checklist and file a float plan. Know your boat. Before each departure, always be sure your boat is in good working condition, is properly equipped for

emergencies, and that passengers are properly briefed. Avoid inconvenience and potential danger by taking a few minutes before departure to talk safety first. Show passengers where the life jackets, throw ring, and other readily accessible safety equipment are. Don't assume everyone knows where the safety equipment is stored aboard the vessel. Show passengers where to put trash and recyclables until you return to shore. Ask passengers to bring any emergency to your attention immediately and advise them what to do in the event of an emergency to get help. Posting Emergency Radio Call Procedures by the helm is essential so a script is available to navigate through a panic situation. Be sure to file a float plan! Visit <http://floatplancentral.cgaux.org/> for everything you need to know about filing a float plan. A float plan can be as simple as telling reliable friends and family where you are going, who's with you, and when you plan to return. That way if you don't come back as scheduled, you increase your likelihood of being found.

Is there anything else passengers need to know to keep each other safe?

7. If you see something, say something. Everyone on board needs to be aware of the surroundings at all times and look out for each other. Keep an eye out. Weather conditions change. If you see something that may be unsafe, call it out. Encourage your passengers to do the same. Sitting up on the bow with your feet dangling over the side is illegal and unsafe. Falling overboard at the bow and being run over by the boat rarely ends well. Avoid sitting on the edge of the boat, even if holding on tight. Taking a wake too hard could easily make you airborne and throw you overboard. Before departure count your persons aboard. Every so often, look around to make sure no one is missing. Always use three points of contact while boating especially in adverse weather conditions. Are all walking areas clutter-free? Is everyone wearing the proper shoes? Everyone feeling okay? Drinking enough water? Had enough of the sun? Has fatigue or alcohol gotten the best of any of us that impairs our ability to make good decisions with respect to our safety and the safety of others? Speak up for everyone's safety.

We've all heard about Carbon Monoxide poisoning dangers in homes, but what do we need to know about Carbon Monoxide poisoning and boating?

8. Prevent Carbon Monoxide (CO) Poisoning. What you can't see can kill you! This can happen inside your boat or outside the boat underway, moored, or anchored. You cannot see, smell or taste CO, but if you smell exhaust fumes, CO is present. CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal. CO symptoms are similar to seasickness or alcohol intoxication.

Visit http://uscgboating.org/images/co_brochure_0105.pdf to learn how you can protect yourself and your passengers.

How about other hazards—is water temperature something we should pay attention to?

9. Prevent Hypothermia. Cold water immersion is a big hazard! Without protection that stops heat loss, hypothermia can begin within 10-15 minutes IF you have survived the initial cold shock. Hypothermia can cause death, or contribute to drowning. Understand hypothermia can happen anytime of the year; the initial response to cold water can occur in water as warm as 77 degrees. Wear properly insulated personal protective equipment and avoid exposure.

We've discussed a lot of great tips to stay safe. Is there a quick reference we can easily access?

10. Get Familiar with the NEW Coast Guard Mobile App. Your safe boating needs in one FREE easy app! Find the latest safety regulations. Request a Vessel Safety Check. Check your safety equipment. File a float plan (so if you don't come back as scheduled, you increase your likelihood of being found). Verify the rules of the road. Find the nearest NOAA buoy. Report a hazard. Report pollution. Report suspicious activity with the app or call 1-877-

24WATCH. Request emergency assistance. Download it for free: www.uscg.mil/mobile

So here's what we need to do: 10 Ways to Become Better Informed, Equipped, and Prepared on the Water

- 1. Wear your Life Jacket.**
- 2. Get a FREE Vessel Safety Check annually.**
- 3. Take a Boating Safety Course.**
- 4. Boat Sober.**
- 5. Purchase a VHF radio equipped with Digital Selective Calling (DSC) and an EPIRB. Register both.**
- 6. Have a Pre-Departure Checklist and file a float plan.**
- 7. Everyone on board needs to be aware of surroundings at all times and look out for each other.**
- 8. Prevent Carbon Monoxide (CO) Poisoning.**
- 9. Prevent Hypothermia.**
- 10. Get Familiar with the NEW Coast Guard Mobile App.**

Thanks for making safety a priority. Boat smart from the start. Now let's go have fun!



**Pictured Above:
Robert A. Sersen, Jr.
District Commodore
(DCO) 5th Southern Region**

**KNOW BEFORE YOU
GO!**

**This 7-minute video
could save your life!**

**[https://
vimeo.com/1639364](https://vimeo.com/1639364)**



Marine Safety/Environmental Protection

Flotilla Staff Officer Marine Safety/Environmental Protection (FSO-MS) Delaney Sheppard

Our Monofilament Recycling program is starting to grow and gain ground. Our Flotilla has identified a total of six existing recycling bins in our area including one each both Hasses's Marina and Popeye's Marina on Matt's Landing in Heislerville and another at Fowser Rd Boat Launch in Millville. These were all put up by Flotillas 33 and 34. We found three put up by the Boy Scouts which were never maintained. One is located at Long Reach in Port Norris, another next to the Coast Guard station in Fortisque and lastly one at the Sundog Marina in Newport. We have emptied all six and have sent the monofilament off to Berkley for recycling.

Through a donation we have been able to purchase the supplies for and assemble an additional 11 recycling bins. We are waiting for the stickers for signage from BoatUS to arrive and we will begin to install them. We will place one more at Port Norris, one at Anchor Marina at Matt's Landing, two at Higbee's Marina in Fortisque and one more at the State Marina Boat Launch in Fortisque. We will be also looking for an appropriate place by the beach in Fortisque coordinating with the township for permission to place it there. We are also looking at placing one at the Sharp St. Dam in Millville. If anyone has suggestions for locations throughout Cumberland County just let us know. Citizens United for the Protection of Maurice River will be taking over maintaining all of these bins once we have them distributed and working.

A larger part of this program is our negotiations efforts with the University of Delaware Sea Grant Program for funding and partnership to provide these recycling bins throughout State of Delaware Boat Landings. We are working with Division 12 (Delaware) to get permission from the state and funding through the Sea Grant program and they will be working with us to assemble and distribute. Sea Grants also know of civic groups, such as Bassmaster's of Delaware, that would help us in distribution and maintenance these bins. We are in the initial stages of negotiations but there is a lot of interest in doing this project there.

Finally, in our own Division 8, we are discussing and exploring possibilities of carrying out this project throughout the Division area. We have contacted Flotilla 8-8 on the possibility of helping them identify, assemble and distribute recycling bins throughout Salem County and to identify civic organizations that would be willing to help maintain them.

The Marine Safety/Environmental Protection program for our flotilla has skyrocketed from three recycle bins to a bi-state effort which could involve literally hundreds of people and bins. It underlies the importance of maintaining stewardship of our waters, recreation areas and marinas. Monofilament lines is a safety risk and an eye sore. This project will go far in making an effort to take care of "our playground".



On Left:
Recycle bin
Fowser Rd
Boat Ramp.





Flotilla 8-7 Presents. Left to Right. Vessel Examiner (VE) Paul Lamateer, Flotilla Commander (FC) Joseph Lee, Immediate Past Flotilla Commander (IPFC) John Mastrobuono, Flotilla Staff Officer for Program Visitation (FSO-PV) Steve Bork, Flotilla Staff Officer for Human Resource (FSO-HR) Vincent Mastrobuono (present but not pictured), Vice Flotilla Commander (VFC) Ella Lee, and Flotilla Staff Officer Publications (FSO-PB) Megan Passivo conducted Public Affairs/ Public Education presentation at Bay Days in Port Norris on June 4th 2016 with the "Rolling PA Bus". Fourteen Vessel Examinations were conducted with four more scheduled for later in the week plus we made many great contacts. We are back again at Port Norris on July 16th.



Vice Flotilla Commander (VFC) Ella S. Lee conducting a Vessel Safety Check on Bay Days, June 4th 2016 at Port Norris, New Jersey. Along with Vessel Examiner (VE) Paul Lamateer (not pictured) they conducted 14 Vessel Examinations that day with 4 additional schedule for later in that week.





Memorial Day Update. Flotilla 8-7 Shows our Respect.

Flotilla Staff Officer Publications (FSO-PB) Megan E. Pasivo

Memorial Day is viewed by most Americans as the unofficial start of the summer season with barbeques, a day at the beach, a day off and such things are things that many of us in the United States think of on that day.

In the Coast Guard Auxiliary, as well as most members of our Armed Forces and Veterans, it has a different meaning. We commemorate the sacrifice and loss of life of our "First Team". The team that from 1775 to present step forward and laid down their lives in order for us to live in freedom. Many of us have known and served with those who are no longer "at the picnic bench" on Memorial Day to celebrate the start of our summer fun time.

On May 30th, 2016, both John and Vincent participated in the Millville, New Jersey, Memorial Day Ceremony. We had planned a bigger contingent but due to the weather and mixed signals about if the parade would take place the rest of the flotilla were not present. The Mastrobuono's participated in the parade and laid a wreath at the cemetery in honor of our Coast Guard and Auxiliary members lost.

The tradition of showing our respect to those who gave all in order for us to live free continues and should be a primary mission of Flotilla 8-7 in the future.



Members of Flotilla 8-7 took our day off to show our respect to our departed heroes during TWO ceremonies during Memorial day weekend.

IPFC John Mastrobuono and FSO-HR Vincent Mastrobuono traveled to East Brunswick, New Jersey, on May 29th, 2016, to join with Bruce Ohlendorf, FSO-MS of Flotilla 04-05, Sector New York, to pay their respects, participate in East Brunswick's parade and the laying of a wreath. They were the Coast Guard's representatives to this multi-service ceremony.





Laying of Wreaths during Memorial Day ceremonies at East Brunswick, New Jersey 29th of May 2016. Left to Right Immediate Past Flotilla Commander 8-7 John Mastrobuono and FSO-MS Bruce Ohlendorf, Flotilla 04-05 Sector New York.



LEFT: Memorial Day Ceremony at the Mount Pleasant Cemetery in Millville, New Jersey on 30th of May 2016. Photographed left to right are FSO-HR Vincent Mastrobuono, Immediate Past Flotilla Commander John Mastrobuono, Sr., and two other participants. This scene was after the parade and wreath laying ceremony.

What's new in the Auxiliary?

EVALUATING ROBOTIC AIRCRAFT FOR MARITIME PUBLIC SAFETY

-- Flotilla 3-10 Callao, Virginia by Erik Amato FSO-PB



Flotilla 3-10 5 SR (Callao, VA) has been providing mission readiness support to the Coast Guard Research and Development Center (RDC), CG Station St. Inigoes MD and US Navy during the testing and evaluation phase for small Unmanned Aerial Vehicles. This particular CG project is termed RAMPS. The new acronym stands for ***Robotic Aircraft for Maritime Public Safety***. "The RDC is considering only technically mature, flight-proven vehicles with fully integrated sensors for this evaluation. There will be 5 different vendors scheduled to provide UAV groups to evaluate and demonstrate current capabilities in support of 11 mandated Coast Guard missions.



The proper condition, use and wear of a life jacket is being explained by VFC Ella Lee and FSO-PV Steve Bork to visitors during Bay Days at Port Norris, New Jersey on June 4th 2016





Program Visitor / Paddle Craft

Flotilla Staff Officer Program Visitation (FSO-PV) Steve Bork

Water Safety, Proper Wearing of Life Jackets, Rules of the Road, Navigation Aids, Waterway Watch, Coast Guard Auxiliary Recruiting, and Safe Boating Classes are some of the information that we share with the public. Is it needed? You bet it is. Every day in the news media we hear that the Coast Guard rescues stranded boaters, or boaters drown, swimmer dies after being caught in rip tide, or the ever present vessel explosion at the refueling dock. All are a result of not taking proper precautions or having the right equipment on or accessible in the event of an emergency. Then there is the occasional "Man drifted out to sea on plywood sheet he was using to see Statue Of Liberty". Oh how many safety issues did THAT involve?

The job of the Program Visitor, and ALL of the members of the Coast Guard Auxiliary, is to spread the word and educate the public on Boating and Water Safety. Lives are lost every day due to lack of knowledge of safe practices. Although these things are taught during mandatory Safe Boating Classes in our Public Education efforts, we will see boaters who do not remember the lessons or who forgot. One of our vessel examiners was conducting a VSC recently and required the boater to put the green and red lenses on his navigation lights so they could verify they operate correctly. He attempted to put them on the wrong sides and had to be shown in a Rules of the Road brochure which side was correct. He responded "Oh yea, that was in that safe boating book I got from class"!! Another in-

cident was at Bay Days when a boater refused to allow a VSC prior to his launching his boat. When he did launch he immediately fell overboard with no life vest on. He was fortunate that fellow boaters and our inspectors were able to pull him out and call the EMTs. Would a VSC have prevented this? Probably not but it would have given us an opportunity to remind him of safe practices and safe boating rules that may save his life.

For those members who are not Program Visitors I encourage you to become qualified. It is a simple process of reading the text provided online and take the on-line open book test. Once that is completed, perform two supervised Program Visits with a qualified Program Visitor. You must complete two Program Visits a year in order to maintain your qualification. It's that simple.

The Program Visit is simple and easy to do. We have over 25 Marinas, stores, and outlets that we service. A visit could be as simple as distributing one of our Safe Boating Class lists or providing pamphlets and information for the Partner to display and distribute giving their customers access to information that could save their lives. The emphasis is on COMMUNICATION with the public and with the Partner so that we can be of service to them. You could expand that 25 Marinas and contact sporting good box stores like Dicks, Bass Pro Shops, Wal-mart or your neighborhood bait and tackle shop to partner with us.

Some ideas of communication would be to have business cards made up (simple and cheap) to provide to the Partner so if someone needs a VSC or a class or any other of our services they have a contact point. Another idea would be to print up mailing labels with our contact information and stick them on every pamphlet, brochure or handout that we provide. We should not have a situation where the public or a partner has a question on boating and not know who to contact about it. Vessel Examiners can put together a bag to hand out to the boater upon receiving a VSC. You can put together Rules of the Road, Aids to Navigation Information, Waterway Watch and Radio stickers, water chill chart, float plans, recruiting brochures and business cards or mailing label sticker with your information on it in a large plastic sandwich bag. The information will be invaluable to them.

Finally, Paddle Craft is a growing industry. Our own Lee family went to Wal-Mart to purchase their Kayak Two hundred dollars and they walked out 10 minutes later with a vessel. No muss, no fuss, no safety equipment, no qual-

ifications asked for. Had they not been experienced boaters they could have taken it down to Parvin's State Park to launch that afternoon, flipped over and drowned. This is an area that is becoming a greater safety risk and has little regulations. We need to become more aware of this area and the place to start is the Partner Visitor, Public Education Instructor and Vessel Examiner. We need to include paddle boat safety tips in our classes and inspections. We have acquired pamphlets and brochures on paddle craft operation so we must identify Partners who deal with paddle craft to start providing the public with this information. We need to make ourselves available and schedule vessel safety checks for paddle craft on the 7012a form. We can also provide VSC stickers and an identification sticker as well to affix to their craft so in case they become separated from the paddle craft it can be identified and returned.

We need to rise to the constantly dynamic, changing trends of the boating public and be there to support their needs. The Auxiliary is here to serve the recreational boater.



FSO-PV Steve Bork demonstrating Paddle Craft Safety at the Paddle craft Display during Bay days at Port Norris, NJ June 6th 2016

Coast Guard History

FSO-PA Robert Philbin

After the Quasi War with France, the Revenue Cutter Service continued to enforce US Customs laws and tariffs on imported goods. When President Jefferson took office in 1801 he reduced the size of both of the RCS's cutters and their crews. It was felt that with the war with France over and smuggling declining the costs of the RCS outweighed its value. (a shortsightedness that continues to the present day.) Older cutters were sold off and smaller cutters replaced them.

France and Britain were soon again at war and blockades of each against sea trade with the other posed a threat to US commercial vessels. Britain was also insisting that any former British citizen who had emigrated to the US and were serving on American ships were, in fact, still British citizens and as such subject to impressments into the Royal Navy as needed!! US vessels were being stopped, boarded, and sailors taken from them for naval service by Britain (The theory of "...once a Brit, always a Brit...")

Jefferson's "solution" to the problem of American ships being victimized was simple: American ships would be restricted to sailing only in US territorial waters. No transoceanic trade would be allowed.

Though Congress passed the Embargo Act of 1807, American shipping companies found ways around the law, so the RCS was again called upon to enforce the law. Congress acceded to Treasury Secretary Albert Gallatin's urgent request for 12 newer and larger cutters to combat the illegal shipping. The law was a failure; many ships sailed to the West Indies and Canada where cargoes were offloaded onto other ships and then went on to their destinations. Congress recognized the stupidity of the Embargo Act and it was repealed in 1809 and commerce was resumed with the rest of the world, except for Great Britain and France.

When Britain continued to press American seamen into the Royal Navy Congress declared war on Britain in January 1812. Nine of the sixteen Revenue cutters were placed under the Navy's command and entered the conflict, and so exemplary was their efficiency and conduct that in 1814 Congress granted those RCS wounded in the war the same pensions and benefits as the Navy.

After the Treaty of Ghent ended the war in 1814 another problem arose: piracy in the Gulf of Mexico and the West Indies. Cutters provided protection for ships from Florida to Louisiana.

On Burton Island at the mouth of the Mississippi River stood a pirate stronghold called Patterson's Town where pirates dealt their stolen cargoes and based themselves for some R & R. The cutters *Alabama* and *Louisiana* attacked the town, recovered goods and then burned it to the ground.

Slave importation was made illegal in 1808 but the trade hardly abated as it was very lucrative. Though many slave ships heading west were taking their human cargoes to Cuba, nearly as many were discharging them in southern ports and smuggling them ashore after 1808. The RCS was charged with enforcing the anti-slave import law.

In the winter of 1831 an important change came into the job of the RCS: "... in the present inclement season it is thought proper with the ordinary duties of the Cutters that of assisting vessels found on the coast in distress, and ministering to the wants of their crews." Cutters were soon patrolling up and down the coast within the areas assigned to their home stations. The cutter *Gallatin* sailed from its home port of Wilmington DE. and patrolled from Cape May to Virginia. An act of Congress added these as normal duties of the RCS, as they had stopped in 1832. So the earliest Coast Guardsmen with duties of those today would be these winter sailors of the RCS.

Another duty assigned the RCS was brought about by South Carolina's Nullification Act of 1832, whereby the state asserted that it was not bound by a federal tariff act and that it would not allow those tariffs to be collected in the state. Cutters in South Carolina waters enforced the federal law and brought ships to ports where the duties were collected throughout 1833, until the need was obviated by the Compromise Tariff act.

In 1836 eight cutters were sent to the Florida coasts to aid the Army and Navy in the Seminole War. The Seminoles were resisting being relocated up the Mississippi. The first combined force amphibious landing in US history took place when the crew of the cutter *Washington* landed reinforcements for Fort

Brook's garrison. Cutters also picked up refugees whose homes had been burned by the Seminoles.

In 1843 a radical change came about with the establishment by Secretary John C. Spencer of a the Revenue Marine Bureau, centralizing the activities of the RCS. Prior to that it was up to the local operating stations, like the one in Wilmington, DE to hire crews, make repairs, establish procedures and the like. Now the RMB would do the planning and spend the money. To head this Bureau Spencer chose career RCS Captain Alexander Fraser. A good choice. Fraser underwent planning for iron-hulled steamers to replace the sailing vessels

The eight cutters were total failures from the beginning. Cost overruns and shortages of cast iron drove the cost from \$400,000 to over \$2,000,000 for the eight ships. Add to that the use of John Ericsson's overly complicated screw-propeller on some and the use of Navy Lieutenant William Hunter's totally untried

horizontal in-water (within the hull) paddle wheel - somewhat like a carousel - on others, and the coal-hungry engines led to a very short life for these ships. When sold off in 1848 two of the ships became light-ships for the Coast Survey.

Three of the new ships participated in the Mexican War in 1846, the *Jefferson*, *Legare* and *McLane*.. Early in the war the cutter *Woodbury* put down a mutiny on the troopship *Middlesex* in the Gulf of Mexico. An officer and five men from *Woodbury* rowed to the ship, ended the mutiny and delivered the ship safely to port in Mexico. After the auctioning off of cutters in 1848, the Revenue Service's experiment with steam ended, and its remaining ships were again all sail.

Massachusetts, 1791





A call to arms for Vessel Examiners

Flotilla Staff Officer Vessel Examinations (FSO-VE) and Vice Flotilla Commander Ella S. Lee

The Coast Guards Auxiliary's main responsibility is Recreational Boating Safety and the four cornerstones of RBS are Vessel Examinations, Public Education, Partner Visitor and Public Affairs. Through these four disciplines we strive to insure that our boating public have the knowledge, ability and equipment to enjoy their water recreation and survive for another season.

Our flotilla has six active vessel examiners but the task is arduous and we need more. Many of our examiners hold dual responsibilities in the other areas of RBS and many times these events and activities conflict. As per the District's new Tactical Plan, a full third of a flotilla should be qualified vessel examiners and thus we fall short by seven as we should have a total of eleven.

We have people who are willing to help you train and take the open book test. We have examiners who will be happy to supervise your required 5 vessel exams to qualify as a full fledge VE. Once qualified you need only to perform 5 exams a year to maintain your qualifications. One of our Auxiliary Days events will satisfy that requirement quickly.

Please think about making yourself available for training and ask for a mentor to work with you on this qualification. Be a MAJOR cornerstone of our commitment to our primary responsibility.

Once you are qualified the most important next goal for all vessel examiners is to become a GREAT Vessel Examiner. The Coast Guard Auxiliary has all the tools you need to obtain your important goal. Auxiliaryists who are considering qualifying as Vessel Examiner may want to view the "VE Bootcamp power-

point:"

vdept.cgaux.org/JobAidFiles/VE-Workshop-Boot-Camp.ppt

The first and most important tool is the Vessel Safety Check Manual:

http://vdept.cgaux.org/pdf-files/CIM_16796_8A.pdf.

This manual is your "bible" to guide you to being a great vessel examiner.

Forms ANSC-7008, ANSC-70012, ANSC-7038, ANSC-7045:

<http://forms.cgaux.org/forms1.php>.

There are questions on the exam that are taken from these forms.

The best tool to prepare you for the vessel exam is the Microsoft PowerPoint VSC Training Presentation:

vdept.cgaux.org/JobAidFiles/Initial_VSC_Training_Program.ppt.

It explains everything you need to know and quizzes you in preparation for passing the VE Exam.

VSC's on PWC's power point: vdept.cgaux.org/JobAidFiles/pwcvsc.ppt

VSC's on Paddle Craft Addendum to VSC Manual: vdept.cgaux.org/JobAidFiles/SUBsVSCManualAddendum.pdf

Rental Boat requirements for canoes, kayaks, and paddle boards: <http://vdept.cgaux.org/JobAidFiles/Vessel-Exams-For-Rental-Marina-Facilities.pdf>

2016 VSC Workshop is an Additional compilation of study materials: vdept.cgaux.org/workshops/2016VE.pptx

So you see you can do it! When you are performing your vessel exams you will meet people who will be happy for your advice and help. Many will call on you year after year for you to do their inspections and soon become your "Steady Customers". Try it. It's good for them, it's good for you and it is GREAT for Safe Boating.



Vice Flotilla Commander Ella S. Lee giving advice and information to boaters on Bay Days, June 4th At Port Norris, NJ

To paraphrase from a good movie: How do I know who to save? I swim as fast and as hard as I can, for as long as I can and the sea takes the rest. "

A training challenge for the future

Flotilla Commander and (FSO-MT) Joseph Lee.

When most of us joined the Auxiliary we wanted to learn new skills and perfect those we had. We joined with some basic skill set or two that was needed and utilized in the Auxiliary; however, as Team Coast Guard, we need to further hone and perfect those skills to a level equal to that of the Active Duty Coast Guard. Most people have to pay BIG BUCKS to take courses such as Seamanship, Communications, Boat Handling, Navigation and the like but in the Auxiliary we can take this training FOR FREE!! We want our people to challenge their abilities and train in areas such as boat crew, navigation, and marine safety as well all the Recreational Boating Safety areas. We have people qualified to train you so all you need to do is ask and make time.

You should also know that the Auxiliary has four levels of qualification. The Status of AP (Application Pending) is given when a new member applies for membership. After a favorable background check is completed and the new member has completed mandated training requirements then the member is upgraded to IQ (Initially Qualified). When you complete a Safe Boating Class the member becomes BQ (Basically Qualified); the member can upgrade from AP directly to BQ if the member had the favorable background check completion, and has completed mandated training and a boating safety course. There is a final classification you may achieve called AUX-OP (Auxiliary Operations). This has been referred to as the Masters Degree of the Auxiliary. Have you noticed a round silver emblem above a members name tag on their uniform? That is the AUXOP award. Three basic courses are required for AUXOP qualifications, AUX Weather, AUX Seamanship and AUX Communications in addition to a leadership course and various other electives such as Aux Patrol, Aux Navigation and more are needed for AUXOP qualifications.

We will be offering the three Basic Required courses (Auxwea, AuxSea and AuxCom) over the

future months. I urge you to commit some time to challenge these courses, perfect your abilities, improve your skill sets and increase your value to Team Coast Guard.

For the last two years we have been under steadily growing pressure from Auxiliary Leadership to take and complete Mandated Training. After two years I am sure we are all sick of hearing about it; however, we need to make that final push so that the remaining active members complete this training prior to the end of the year. Please keep in mind when we finish our last Mandated Training session we do not wipe hands of it. The Mandated Training classes are effective for five years then you must retake the courses. This does not include ISC-100 and 700, Ethics, and Influenza as they do not expire. You know that there are six mandated courses that need to be retaken every five years; however, if you take one or two per year between now and the five year expiration it will be an easy task and simple to maintain. They are located on AUXLMS (you have the web navigation instructions to use to find where it is and how to access it). National is working on a system to send you an email six months prior to one of the eight classes expiring to let you know to retake them but why be faced with doing eight courses within a year? Space them out and you will avoid panic. We need to keep current just like the active duty.

On a final note, with the completion of a few more members for Mandated Training, we will be turning our emphasis to other areas of training. AUXOP, Boat Crew, Marine Safety, ICS series just to name a few. We are also interested in YOUR interests. If there is a speaker you would like or a subject we can offer, PLEASE feel free to let me know and we will do all in our ability to oblige. Let us move forward from what we HAVE to do and embrace the challenges of what we WANT to do. Semper Paratus!!!



A fine day was had by all

FC Joseph T. Lee, Jr

Auxiliary Day at the Fowser Rd Boat Ramp on June 25th 2016 started slow but really picked up. The weather was outstanding with sunny skies, low humidity, nice breezes and great company. 15 vessels were inspected from kayaks to PWC to regular motorized vessels. Our team even helped out a boater whose parking break froze up as he pulled his ves-

sel up out of the launch ramp. FSO-IS/FN and VE Tom Morrissey and VE Paul Lamanteer, along with VFC Ella Lee, FSO-PV Steve Bork, FSO-PB Megan Passivo and even FC Joseph Lee were present. We received many comments from boaters about how happy they were to see us there at the boat launch and performing VSCs. A lot of great compliments were received. This will be a must return spot for us in the near future. Here are some photos.

Right VE Paul Lamateer and Ella Lee check a boater's all round navigation lights while FSO-PV Steve Bork man's the PA desk and handles the paperwork.



Right: FSO-PV Steve Bork assists in a paddle craft inspection at Fowser Rd Boat Launch. Later Steve tested it for sea worthiness by paddling up the river in it. (It was his own).



Flotilla Calendar

June 25th - 0800 - 1400 Auxiliary Day Fowser Rd. Boat Ramp Millville, NJ

June 28-29th 1800 - 2200 Safe Boating Class 185 West Forest Grove Rd. Vineland, NJ

July 9th 0800 - 1600 Safe Boating Class United Methodist Church, Route 49 Millville, NJ

July 14th - 1930 Flotilla Meeting Fire Hall 185 West Forest Grove Rd. Vineland, NJ.

July 16th - 0800 Maritime Day Port Norris, New Jersey

July 19-20th 1800 - 2200 Safe Boating Class 185 West Forest Grove Rd Vineland, NJ

TBD - Auxiliary Day Higbee's in Fortisque

TDB - Auxiliary Day SunDog Marina Newport, NJ

August 6th 0800 - 1600 Safe Boating Class United Methodist Church, Route 49 Vineland, NJ

August 14th - 1930 Flotilla Meeting Fire Hall 185 West Forest Grove Rd, Vineland, NJ

DUES ARE DUE THIS MONTH

August 27th time TBD Flotilla Picnic at the Lee's

TDB - Auxiliary Day Long Reach Marina, Port Norris NJ

TDB - Auxiliary Day Anchor Marina/Hasses Marina, Matt's Landing Rd Heislerville, NJ

September 9th thru 11th DTRAIN

September 14th 1900 Division Meeting Fire Hall 185 West Forest Grove Rd. Vineland, NJ

September 15th 1930 Flotilla Meeting Fire Hall 185 West Forest Grove Rd, Vineland, NJ

September 17th Auxiliary Day Hopewell Day Festival, Hopewell, NJ

September 17th 0800 - 1600 Safe Boating Class United Methodist Church, Route 49 Vineland, NJ

October 12th 1900 Division Meeting (for Flotilla 88) 185 West Forest Gove Rd. Vineland, NJ

DIVISION ELECTIONS

October 13th 1930 Flotilla Meeting 185 West Forest Grove Rd. Vineland, NJ

November 10th 1930 Flotilla Meeting (ELECTIONS) 185 West Forest Grove Rd Vineland, NJ

December 13rd 1200 Division Change of Watch Tuckahoe Inn Beesley's Point, NJ



CALM WINDS AND FOLLOWING SEAS SHIPMATES

