

# Aux Tales

## Flotilla 8-7

**62 years of service to  
the community**



**Flotilla Commander Joseph T. Lee**

**November 2016**

**Editor FSO-PB Megan Passivo**

**Vol I No. 3**

**Comments and replies should be directed to [genjlee@comcast.net](mailto:genjlee@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**

What a summer we have had at Flotilla 8-7. Our activities have encompassed "Auxiliary Days" at marinas and public events, Public Education classes, the Monofilament Recycling Bin Project, Partner Visits, Maritime Days, a fellowship picnic, boat crew activities and doing a great job with Mandated Training. We were, and still are, HYPER active!!!

As of the beginning of September Flotilla 8-7 is second in the Division with 5513.7 total hours. We are second in the Division Program Visits with 184 submitted and third in the Division in Vessel Safety Checks with 132 logged so far and we are not done yet!! This is a great accomplishment as we are the third smallest flotilla in Division 8 accounting for only 7.4% of the division membership. I congratulate the members of Flotilla 8-7 for your accomplishment and remember WE ARE NOT DONE YET! We still have the 4th quarter of 2016 yet to go. (See "FC" on Page 2)

We need now to stop and ask ourselves "Why did I join the Auxiliary?" I bet it was not the great pay, but we did it for a reason. I realize that life takes a big chunk out of your day. Many of us work one or more jobs, go to school, deal with church and family. All of that is important but we also did that before we joined. Most everyone can set aside just a few hours a week to work on Auxiliary projects or missions. That could include two or three hours a week to study a manual and then take the test to qualify for a new competency. Once qualified as a VE or PV you only need to perform five Vessel Safety Checks or four Marine Dealer Visits PER YEAR to maintain your qualifications. This is perhaps that fastest and less time consuming of the jobs that we offer. On average a VSC should only take 25 minutes and a Program Visit maybe a half hour. We can train and test on-line or we can take advantage of group training in the flotilla, division or district.

If you have more time you can train to be an Instructor to teach material to the flotilla. Ask any instructor in the Flotilla to work with you and in no time you will be qualified. After that you can teach 2 hours or serve as assistant instructor for 4 hours per year to maintain your qualifications. Ask me and together we can create a lesson plan and schedule a class for you to teach throughout the year! If you are boat crew or have experience owning and operating a vessel you could then qualify as a PE instructor and teach boating courses to the public. Believe me we need those PE instructors in our flotilla as we are very short-handed.

If you have even more time you can train as boat crew. There are boat crew classes in this division every year. Then after a swimming test and on-water training you will be qualified to crew a vessel on patrol. After you qualify you will need to perform a minimum of 12 hours per year on patrol plus a QE check every three years along with maintaining current TCT training. Once you attain the Boat Crew competency and gain experience you can begin training to become a Coxswain and be in charge of on-water missions on a Auxiliary Operational Facility.

If you own a boat or airplane you can also offer that facility to the Coast Guard Auxiliary and train to eventually become an Auxiliary coxswain or lead or command pilot on that facility.

There are even more jobs available in the Auxiliary that would require more training and time if you have it. We have need for Air Crew or Pilots, for watch standers at Coast Guard Station Cape May and other Sector Delaware Bay locations in a variety of ways. We have a need for people in the Marine Safety/Environmental area, Commercial Vessel Inspectors, Helo-ops, Telecommunications, Food Service at stations and aboard ship. Perhaps you would like to pull duty at the Cape May gym, providing medical transportation for Coast Guard personnel or even conducting tours of Training Center Cape May.

You can also work towards the highest Auxiliary Status of Auxiliary Operations (AUXOP). Often referred to as the Masters Degree of the Auxiliary you can put in a maximum effort to complete the training and testing needed for this top designation.

This fall at Atlantic Cape Community College, the Auxiliary will be offering weekend classes similar to those we have had in the past at Sector Delaware Bay's Weekend College. This will be an excellent opportunity for our members to take a few courses on Seamanship, Communications, Weather, Leadership, Marine Safety, Public Affairs and other subjects. We can all afford to take one weekend and accomplish one or more of the courses that will be offered. In addition during the coming year I hope to have more focused training courses available for us at the Flotilla Level. I depend on you to be willing to make this successful.

There is a LOT of work that we can do so ask yourself why did you join and can you set aside as little as two or three hours a week to train for a qualification and then maintain that qualification? You do not need to do everything but is not doing anything why you joined or pay your money every year to remain a member? Take advantage of the OUTSTANDING training opportunities available to you as a member of the United States Coast Guard Auxiliary. Actively join us in ensuring the safety of our country and our fellow citizens.



Pictured Right: Boat Crew Member John Cook on patrol during the August Air Show off Atlantic City New Jersey.



Absecon  
Light



Blue Angles at the Air Show



Pictured Left: Boat Crew Member Ella Lee on patrol during the August Air Show off Atlantic City New Jersey

# Maritime Observation Missions: Auxiliary Programs in Action

*Written by CDR Terry M. Johns, USCG Former Director of Auxiliary 5th Northern Region*

The Coast Guard Auxiliary Aviation Program (AUXAIR) provides significant support to a wide array of Coast Guard Missions. Some of these missions include Search and Rescue, training and familiarization for Coast Guard personnel, Rotary Wing Air Intercept (RWAI) training for CG pilots, and logistics missions for Coast Guard District and Atlantic Area personnel. Recently, I was fortunate to join this highly dedicated, trained and professional group on another extremely important mission to the Coast Guard; a Maritime Observation Mission (MOM).

The goal of the MOM patrol is to provide increased maritime domain awareness through the observation of critical areas of maritime interest including ports and waterways, vessels, land based infrastructure and possible targets and vulnerabilities (such as oil refineries and critical infrastructure). Sightings of significance are reported to the Coast Guard Operational Commander through the Sector Delaware Bay Operations Center. AUXAIR supports the Coast Guard by completing up to three MOM patrols per week using Auxiliary Air Facilities (aircraft) located throughout the District Five Northern Region. Our region currently has 14 active pilots and 13 air facilities participating in the program. (see MOM page 5)



Howard Davis, Aircraft Commander  
Flotilla 8-7 5NR

The standard complement for an AUXAIR operational mission includes an "Aircraft Commander" or "Co-Pilot" rated pilot and an Observer. Many flights include additional crewman for training and experience purposes. The pilots and crew undergo extensive training and qualification requirements as directed through the Auxiliary Air Operations Manual and other national and local directives in addition to the FAA standards required of all pilots and aircraft. For instance in our region, Aircraft Commanders must have over 1000 hours of flight time, maintain an instrument rating, and maintain currency of one flight per month serving in this capacity. The mission requires Auxiliary Air Facilities that meet all FAA flight standards and additional requirements established by the Auxiliary Air Operations Manual. All AUXAIR facilities are equipped with marine band external antennas to facilitate communication with marine traffic, CG surface assets, and radio contact with Sector Delaware Bay.



Auxiliary Aircraft 62AD flying over Cape May Harbor during a MOM Patrol.

Our day on the MOM patrol started very early for the Aircraft Commander, Geoff Nye, who flew in to CG Air Station Atlantic City, NJ from his home base in Pennridge Airport, Perkasie, PA. He was joined by Observer, Norma Hunter who is a member from a different flotilla in Riverton, NJ. Both aviators had combined experience of over 45 years as pilots, so I knew I was in very capable hands. We started the day with a pre-brief for the day's flight to discuss our mission, assignments, flight plan and risk assessment for the day. We were extremely fortunate to have a beautiful Spring day with almost no clouds and light winds. MOM patrols are typically flown at speeds of 100-110 knots and at a thousand feet to maximize coverage and visibility. Today, in order to maximize coverage of the area, we flew the mission at 120-180 knots. Geoff's twin-engine Beech Baron aircraft was an exceptional platform to complete the 4-5 hour mission that encompassed most of our region's maritime responsibilities. Throughout the mission, the pilot and observer continually pointed out areas of emphasis, demonstrating exceptional knowledge of the three-state region that included the Atlantic coastline, Delaware and Chesapeake Bays, the Delaware and Susquehanna Rivers, and their major tributaries. Throughout this 4-hour tour, the pilot and crew maintained safety of flight through constant communications in the cockpit, with air traffic control, and the operational commander. (See MOM

page 6)

During the flight, I couldn't help to think how lucky we were to have the Auxiliary in the sky watching over the region. AUXAIR's MOM Patrol is another outstanding example of the relatively transparent work performed on a daily basis by our unsung heroes. This work has become extremely important in our goal to maintain our nation's maritime safety and security.

For more information on the AUXAIR Program, please contact Richard Heller at [dickhinoley@hotmail.com](mailto:dickhinoley@hotmail.com) or LT Ryan Popiel at [ryan.b.popiel@uscg.mil](mailto:ryan.b.popiel@uscg.mil). For information on the Auxiliary, please visit us at [www.5nr.org](http://www.5nr.org).



Pictured left: CDR Terry M. Johns, USCG Former DIRAUX 5NR



Congratulations to Flotilla 8-7 shipmates Philip Govia, John Mastrobuono Sr. and Vincent Mastrobuono for their being accepted and are participating in the US Coast Guard Air Observer program. These "Coast Guard Auxiliary Aviators" will be training for the position of Air Observer. They will be training in Mission Planning / Performance, Communications, Navigation, Emergencies, Flight Observations, and complete 10 flight hours on missions as Observer Trainees. Let us give them maximum support backing. J. Lee, FC 8-7



**MARINE SAFETY/ENVIRONMENTAL PROTECTION**

**FLOTILLA STAFF OFFICER MARINE SAFETY/ENVIRONMENTAL PROTECTION (FSO-MS)**

**DELANEY SHEPPARD**

Protection of our wildlife and general cleanliness of our waterways and shore line is of paramount concern to our society and the United States Coast Guard. Recognizing this threat to our environment a few years ago, our flotilla began an effort to purchase, build and install monofilament recycling bins. Three bins were then installed, two at Matt's Landing and one at the Fowser Street Boat Ramp. This year our flotilla has increased our effort in the nationwide effort to collect and recycle discarded fishing lines before it becomes a threat to wildlife and humans alike.

Our flotilla first conducted a survey to identify how many recycling bins were located in our area and how they were being maintained. We located 3 additional recycle bins that were installed by various organizations but were not being maintained. We emptied all six recycle bins and were able to send to the recycling company, Berkley Lines, almost 8 pounds of line to be recycled.

We then identified new locations that could use recycling bins and began negotiations with the owners of these marinas and boat launches to get permission to install bins on their property. We were open to all private or public marinas, boat launches, beaches, fishing piers or crabbing locations both salt and freshwater. All of the owners and managers of these locations were enthusiastic about the idea and felt it would have a very positive effect on the aesthetics of their property. It would not only go far in protecting wildlife but reduce littering on and around their property.

The major concern from most locations was the ongoing maintenance of these bins. How often will they be emptied and maintained? One solution was found in our partnership relations with other volunteer and civic organizations. Citizens for the Protection of Maurice River were happy to take over responsibility of the recycle bins once they were installed and are coordinating with local fishing clubs and groups to join in. As a flotilla we need to monitor their progress as we have committed to the location sponsors our assurances that these bins will be maintained and not abandoned.

We were also faced with raising funds for the purchase of the material to make these bins. An anonymous source provided the funding and our Vice Flotilla Commander provided the construction of the bins. Richard Sampson and Tom Morrissey identified locations around Union Lake and Menatico Lake boat ramps. We also received permission to locate one at the boat ramp at Parvin State Park. Two Recycle Bins were placed at the Long Reach Marina in Port Norris at the fish cleaning stations. Higbee's Marina in Fortisque has three recycle bins at their many fish cleaning stations. Two are being placed at the beach in Fortisque for the surf fishing enthusiasts along with one at the State boat launch in town. There is also one located next to the Coast Guard station there. The Sundog Marina is hosting one on their dock that we assumed the maintenance of since the original installers have not been maintaining it. Matt's Landing now has one additional one at Anchor Marina to join the one at Popeye's Marina and Haase's Marina.

In all we will have 20 Monofilament Recycling bins in our Cumberland County area. We purchased and built two additional bins that we donated to Flotilla 8-8's recycling efforts. We will continue our efforts by reaching out to the University of Delaware Sea Grants program and Coast Guard Auxiliary Division 12 of our 5th Northern Region to continue this effort throughout Delaware. Additionally, our SO-MS Lorraine Bianco is encouraging the FSOs-MS in the rest of the Division to undertake the recycling bin effort within their areas. As always, Flotilla 8-7 is ready and available to reach out to all to promote this effort.

The partnership between Flotilla 87 and local volunteer groups working together to maintain a clean environment for all to enjoy is a win-win situation for everyone.





Pictured left: Recycle bin located at Union Lake . Photo by Rich Sampson



Pictured right: Recycle bin located at Mantico Lake boat launch . Photo by Rich Sampson



Pictured left: Recycle bin located at Parvin State Park boat launch . Photo by Ella Lee

**THE MARINE SAFETY AND ENVIRONMENTAL PROTECTION DEPARTMENT'S**

**TRIDENT PROGRAM**

**WHO CAN QUALIFY?**

**ALL MEMBERS OF THE UNITED STATES COAST GUARD AUXILIARY ARE INVITED TO JOIN OUR TEAM AND ENROLL IN THE PROGRAM**

**WWW.AUXETRAIN.ORG /MSEP\_SUPPORT\_PAGE.HTM**





Flotilla 8-7 participates in Maritime days at Bayshore Center Port Norris, New Jersey on July 16th, 2016. Left to right, Flotilla Staff Officer Human Resource Vincent Mastrobuono setting up display, Vice Flotilla Commander Ella S. Lee preparing to conduct Vessel Safety Examinations on July 16th, 2016. The start of a long hot day.



Vessel Examiner Paul Lamanteer having completed a VSC heading to the next opportunity to insure boating safety. Maritime Days at Port Norris, New Jersey July 16th, 2016





Flotilla 8-7 conducted SEVEN “Auxiliary Day” events at Cumberland County Marinas and boat ramps from June until September this year. Activities included contact with the boating public and giving out boating information, class schedules, boating advice, and conducted Vessel Examinations. Through these efforts we have been able to conduct 138 VSCs’ and 229 Partner Visits along with training 114 students for Safe Boating Classes. We have handed out significant amounts of pamphlets including stuffing bags with safe boating material and class schedules and issue one to the owner of each vessel either receiving or scheduling a VSC. We are thankful for the efforts and hard work accomplished by flotilla members Rich Sampson, Tom Morrissey, Paul Lamanteer, John Mastrobuono, Vincent Mastrobuono, Steve Bork, Phil Govia, Megan Passivo, and Ella Lee. BZ to our Flotilla for a job WELL DONE!!!!



Vice Flotilla Commander Ella S. Lee performs a VSC at Higbee’s Marina, Fortisque, New Jersey on July 30th 2016 for Auxiliary Day.



## **WHY WE TEACH BOATING SAFETY**

### **FLOTILLA STAFF OFFICER SECRETARY RECORDS (FSO-SR) AND PUBLIC EDUCATION INSTRUCTOR RICHARD SAMPSON**

2016 has not been a good year for boating and water safety. There were many accidents, some involving the death of one or more boaters. In each case listed below, these were very preventable accidents if only the people operating the boats or the people that were recreating on the water were more aware of their surroundings. The National Safe Boating Council reported that 626 people were killed in boat-related accidents last year including eight in New Jersey. NSBC Executive Director Rachel Johnson stressed the importance of wearing a life jacket, considering 85 percent of drowning victims in recreational boating fatalities were not wearing a flotation device.

Some examples of these accidents in 2016:

Two boats collided off of Long Beach Island resulting in one death. The collision was between a 36 foot speedboat and a 16 foot Carolina Skiff. The operator of the skiff was killed in the crash.

Cause: inattention of the operator of the speed boat

The Coast Guard rescued a boater who was reportedly injured when a recreational vessel carrying two people ran aground near the Brielle railroad bridge.

Cause: not being aware of the waters they were traveling in.

The Coast Guard rescued three people after their jet ski struck an aid to navigation in the Back Bay area near Atlantic City.

Cause: inattention to their surroundings

Two people, a father and his 8 year old, son were killed in a Jet Ski collision. The son apparently was at the controls of the Jet Ski. Three other people, a man and his two children were also injured in the accident.

Cause: inexperience of the Jet ski operator and operating the jet ski over their ability limit

Coast Guard helicopter crews rescued four boogie boarders swept out to sea at the Jersey Shore. The Coast Guard received a report of the four women off the coast near the Corson Inlet at about 7:30 p.m., and diverted two crews training in MH-65 Dolphin helicopters to the area, according to a release.

Cause: not being aware of their surroundings and the water conditions. An additional cause may be not being realistic of their physical abilities.

Four people were injured in a boating accident in Liggie Egg Harbor Bay between Holgate, Long Beach Island, and Little Egg Harbor Township. Officials say the 50-foot boat was traveling with 13 persons on board when it hit a sand bar resulting in four injuries.

Cause: not being aware of the area they were boating in. (See Incidents page 11)

A New Jersey woman was seriously injured when she fell overboard from a rented pontoon boat in the Isle of Wight Bay west of Ocean City and was struck by the vessel's propeller. She was standing on the bow of a rented pontoon boat when the vessel hit a wake and she tumbled overboard. She was struck by the boat's propeller and suffered severe injuries to her face and leg before another passenger aboard the boat rescued her. She was not wearing a life jacket and did not know how to swim.

Cause: negligent operation of a vessel. The operator of the boat was charged.

A 9-year-old boy was killed when he fell from a rented pontoon boat while bow riding. He was bow riding without a life jacket when he fell overboard. The boy fell into the path of the boat and was stuck multiple times by the propeller.

Cause: poor boating practices and negligent operations.

Two couples were enroute to a dock when the Bayliner they were in was struck at the stern by an unidentified vessel, possibly a ski boat, just north of the marina, according to State Police. The suspect boat went airborne and struck two men in the boat. The suspect boat then fled the scene.

Cause: excessive speed.

A 45' Silverton Motor yacht, with three persons on board, was sinking in the Atlantic Ocean off of Wildwood Crest. State Police was able to locate the victims approximately two miles off the coast of Cape May. A trooper observed the three elderly occupants in the water holding onto a single life ring. Two of the three people could not swim and were not wearing life jackets. Had the trooper not find them in time they would have drowned.

No cause of the sinking was available.

On Sunday, June 26, 2016, at approximately 5:41 pm, New Jersey State Police were advised that a vessel had capsized and its 11 occupants and a dog were in peril in the turbulent waters of the Point Pleasant Canal. State Police responded with personnel in two vessels from the Point Pleasant Station arriving on scene along with a Towboat US asset within minutes. The "mini Task Force" successfully rescued all eleven victims and the dog from the swift water amid vessel traffic within the canal. Victim statements of the event revealed that several occupants on the capsized vessel were not wearing personal flotation devices and did not know how to swim.

Cause: not known and neither was the size of the boat.

Jose Fernandez, the ace right-hander for the Miami Marlins who escaped Cuba to become one of baseball's brightest stars, was killed in a boating accident. The boat he was operating hit a jetty at a high rate of speed propelling the boat onto the jetty.

Cause: excessive speed and inattention to his surroundings. A secondary cause could be his mental state at the time.

These are just a few of the accidents that have happened in our area this year alone. All of these accidents were preventable. By simply knowing your limitations, following safe boating practices, maintaining a safe speed, being aware of your surroundings and being knowledgeable of the body of water you are in can prevent these types of accident. Also, by not wearing life jackets you are increasing the risk of death if an accident occurs.



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## **NEWSLETTER PUBLICATIONS**

### **FLOTILLA STAFF OFFICER PUBLICATIONS (FSO-PB) MEGAN E. PASSIVO**

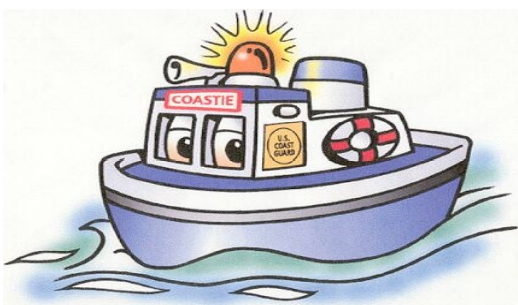
This is the third edition of Flotilla 8-7's newsletter, Aux Tales. We hope this will continue to be a quarterly newsletter to keep all our members informed of not only Flotilla activities but efforts for Boating Safety throughout the United States Coast Guard and Auxiliary. This is a voice for all our members to be able to communicate and convey information to all members about our areas of interest and responsibilities. An opportunity to let everyone know what we have available for them.

This can only be accomplished with your cooperation and assistance. We would like each Flotilla Staff Officer to assemble one article per quarter about their area of responsibility to share with other members in the flotilla. As the "subject matter experts" of your area, you provide information not only up the Chain of Leadership and Management by way of your FSO reports, but you are the conduit that the Coast Guard Auxiliary National Departments, DSOs, ADSO, and SO pass vital information down to our "deck plate" level. This information is important for us to continue serving the public as members of the flotilla.

What equipment has been recalled and rules for use that have been issued is important and available thru Marine Safety. Changes in both Sea and Air operations including the beginning and ending of the season and what will be required for training and equipment to continue those operations qualifications. New strategies and techniques for Public Education and new state requirements and deadlines for state qualifications. If you have had a special event such as a boat show or participation in a public affairs event, let the flotilla know what it was like and give us hints and ideas to make the next one even better.

If you are a humorous type of person who has a collection of stories and jokes, go ahead and submit some and perhaps we can include them in our newsletter in a humor corner. Have a hobby, tell us about it and perhaps you will not only find others with the same hobby but folks who are interested in looking into being involved in yours. Hey you HAM radio operators and those who are interested in becoming one, I bet I know a Flotilla Commander and Vice Flotilla Commander who would be HAPPY to coach and train you for your first license.

The newsletter is what you make it but it takes a commitment on your part to make it successful. It just takes a little imagination and a word processor. If you need help our FSO-PA and other members of our flotilla are available to support you and help you become successful in writing your article.



## **Change in membership procedures for new members**

***FLOTILLA 8-7 FLOTILLA COMMANDER JOSEPH T. LEE***

In an effort to place an Auxiliary ID Card into the hands of new members as soon as possible and before the completion of the Personal Security Investigation (PSI) the procedures of new Approval Pending (AP) members have changed. So that we have no misunderstandings I would like to share these changes with the flotilla.

When you are accepted as an AP member you will be issued a Basic Enrollment Date (BED) and a Member Number. Your active membership date is your BED and you can receive a password for your number from the CGAUX.ORG web site to access 7029s and the Auxiliary Directory. You may also begin to take your mandated training courses which, upon completion will be entered into the (Auxiliary Directory) AUXDIR database.

You then begin a 90 day evaluation period effective from your BED that will enable your Flotilla Commander to assess your status as an active member of the Auxiliary in good standing. Until DIRAUX receives the Flotilla Commander's formal attestation that you are active and in good standing, and DIRAUX has notified you of his final action on that attestation, the following restrictions apply to your participation in auxiliary activities.

1. You may not wear Auxiliary uniforms. Appropriate civilian attire must be worn in lieu of Auxiliary uniforms when you engage in Auxiliary activities.
2. You may train to completion but will not be issued formal qualification in any Auxiliary competency, nor may you conduct an authorized Auxiliary activity that requires such qualification on your own or in lead.
3. You may access Coast Guard or Department of Defense facilities for the purpose of conducting Auxiliary activities (including use of exchange facilities) only when accompanied by a Coast Guard or Auxiliary escort who possesses their own valid ID card.

If DIRAUX concurs with the Flotilla Commander's attestation that you meet all criteria at the end of the 90-day observation period, he will designate you as a provisional member, issue you an Auxiliary ID Card reflecting your AP membership status, and lift the restrictions in 1 - 3 above. Your PSI will also continue at this time to completion at which time a new Auxiliary ID card will be issued reflecting your change from AP status.

What does this mean? You will have to perform and complete certain tasks and participation in Auxiliary and flotilla activities to demonstrate your willingness to participate and be active members in the organization. Below you will see a the tasks specified on the attestation form which highlight for you the tasks and activities that will indicate your participation.

Please note that if you take longer than 90 days to accomplish the tasks it is alright but you cannot get your provisional membership until you do. (See New Member on page 15)

Good membership standing only exists if all of the following items are checked as completed:

Has Served at least 90 days since Base Enrollment Date\*

Has completed the New Member Course

Mentor has provided a positive endorsement based on general assessment of adherence to the Coast Guard's core values of Honor, Respect, and Devotion to Duty.

Has paid all appropriate dues

Has submitted at least one ANSC-7029 Activity Log to the IS officer for activity completed.

Check all that apply. Member actively participates by engaging in at least **one** of the following since Base Enrollment Date:

Has participated at, or in support of an Auxiliary event such as:

a meeting

a conference

a training forum

outreach/service event (e.g. PA booth, boat show, VSC blitz, PE course)

a fellowship event

a committee tasked to support any Auxiliary event

Has successfully completed a boating safety course

Has successfully completed all qualifications tasks or the end-of-course exam in at least one Auxiliary competency training program (e.g. successful completion of the online VE exam)

Has offered a surface, aviation, or radio facility for use

Has been appointed to any Auxiliary Staff office or committee (subject to waiver as needed)

Has successfully completed all Auxiliary Mandated Training

As you can see these tasks are not monumental and if by 90 days a new member has not completed at least the tasks stated above you could not really consider yourself active. The New Member course that this form refers to is the BQ II that looks very similar to the Power Point New member I have already provided you. The URL for the BQ II course is: <http://classroom2.cgaux.org/moodle/login/index.php> You can study and take the course there then go to CGAUX.ORG to the testing center to take the test for each module.

Once you receive your member number from DIRAUX set up an appointment with me, day or night and we will get you a password to both CGAUX.ORG, password to AUXLMS for mandated Training, and a student number from FEMA for the ICS100 and ICS 700 courses. I will get you started with mandated training and the BQ II courses. I can also discuss with you how to accomplish the other tasks as specified within the 90 day window.

I believe this will go far into getting you started and active in the Coast Guard Auxiliary!!





## **PROGRAM VISITOR / PADDLE CRAFT**

### **FLOTILLA STAFF OFFICER PROGRAM VISITATION (FSO-PV) STEVE BORK**

Support the Coast Guard's Recreational Boating Safety Initiative is the primary mission of the Auxiliary. We do this by conducting classes for the public, conducting free vessel safety examinations to boaters and as equally important, providing the public with brochures, handouts, and information so that they will be aware of their responsibilities in the maintenance and operation of their water craft. We join in partnerships with companies and organizations where boaters are known to frequent and then work with them to spread the boat safely message. These partners can be any organization or facility that the public can access including marinas, bait and tackle shops, boat repair businesses, "big box stores," where bait, tackle and paddle craft are sold, boat sales outlets and even Department of Motor Vehicle buildings are prime locations for spreading the safety message to boaters. Restaurants and snack shops that cater to fishing and boating enthusiasts are partner candidates as well as facilities operated by civic organizations such as the VFW or the American Legion.

How important is this partnership? As a public service organization we conduct Safe Boating Classes that result in the ability to test for and achieve the New Jersey State Safe Boating Certificate that all people operating a vessel in New Jersey waters must have. We can run our advertisements in the newspapers and on the radio but there is no guarantee we will consistently reach the boating public. If we post our classes in our partners facilities we are placing the advertising right where our subject audience frequents.

Picture a customer at a large retail variety store with no prior knowledge of boating intent on purchasing a kayak. In their minds must be questions like "What equipment do I need with this", "How can I operate this thing", "Where can I take a class". There on the counter sits a brochure on "Safe Kayaking", or "Required Safety Equipment for Paddle Craft" along with a list of safe boating classes and perhaps a business card with Flotilla contact information. Now we have stepped forward and made available to the boating public a resource for their safety and knowledge right at their point of purchase while it is fresh in their minds.

It does not take a lot to perform this duty. If everyone in our flotilla spends just one afternoon a month visiting selected partners to replenish their display racks, providing them the latest list of safe boating classes or just chatting to see what we can do to assist them we will be highly successful. Typically you would go in and introduce yourself, check the display case and replenish handouts and brochures and post a list of upcoming ABS classes and the contact information. You might answer question from the proprietor or even the customers. I once conducted a PV where a customer asked me what the required equipment was for his 24 foot outboard. I went through the list and handed him a brochure on the subject. He handed it to the proprietor and said "Give me this". The boater was happy as he had the necessary safety equipment, I was happy in that I was able to insure a boater had their required equipment and of course the marina owner was very happy. (See "PVs" Page 17)



Here is another thought for our Vessel Examiners. Put together a handout bag containing safe boating information. Use a freezer or sandwich bag and place in it a copy of "Boaters Guide to Federal Requirements" booklet, ATON and Navigation booklet, a booklet on proper use of life jackets, a blank float plan or two, a water chill chart, a Coast Guard Auxiliary Recruiting brochure, and Boating Safety Checklist, a schedule for our Safe Boating Classes and your business card or paper with your contact information on it. Every time you conduct a VSC (either pass or fail) you hand the boat owner that packet. Now you have placed valuable information into the hands of the very people we are supposed to protect. Next season when that boater says to themselves "Gee, I want to get a safety inspection" or their teenage children say "Dad, I want a PWC, what do I do" they will remember that packet with the contact information in it and very possibly call for help. We have now accomplished a big step in our mission.

There is no need for two or three people who are qualified to be PVs carry the full weight of getting the word out. The training and certification process for PV is not that difficult and in order to maintain your certification you must conduct 4 Program Visits a year. You can do that in one Saturday Afternoon during the summer. I am sure you visit a marina, box store or tackle shop at least 4 times a year and you can perform that duty while there.

I feel this is one of the most important functions of the Coast Guard Auxiliary because as a Program Visitor you are the voice, the face and the point of contact of the Coast Guard Auxiliary. You are the Coast Guard expert on site and your actions will create a huge impact in insuring the safe operation and knowledge of the boating public. Think about having that big of an effect on people lives.



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



***STAY CURRENT AND KNOW YOUR RECALLS  
FLOTILLA STAFF OFFICER VESSEL EXAMINATIONS (FSO-VE) AND VICE FLO-  
TILLA COMMANDER ELLA S. LEE***

The Vessel Examination is an important function of the Coast Guard and the Auxiliary is the major contributor to insuring the safety of the recreational boater. Vessel Examiners are trained to inspect all types of small craft including power boats, sail boats, and paddle craft. Under the Marine Safety program an Auxiliarist can also train to become qualified to inspect large commercial vessels as part of a Coast Guard Inspection Team. This is an important function entrusted to us and we need to make sure we take our commitment seriously and professionally.

Knowing and maintaining currency in the area of vessel safety is of paramount importance for the Auxiliary to include knowing the types and quality of engines, vessels and safety equipment. Information on the newest products and their approval as determined by the United States Coast Guard is required. Do you know the final determination on using LED lighting as running lights or the use of the strobe SOS light as opposed to flairs? These are issues most VE know the answer to but the casual boating may not. Safety equipment required for different types of vessels vary. The required equipment on a paddle craft is different than a 25 foot motor craft but do THEY know the difference? A Vessel Examiner's knowledge of the current list of recalled equipment could mean the difference between a happy and safe boater and a catastrophe waiting to happen. As we become familiar with what new equipment is available or the status of use of existing equipment we must also know which vendor/dealer has equipment that is defective or must be modified by the manufacturer in order for the boater to be safe.

We have had eleven recalls reported to our RBS-VE web site which maintains a list. There were 14 recalls reported in 2015 with some of the reported equipment and vessels still not repaired and are being used in the open water.

See VSCs on page 19

Below is a list of the 2016 recall that you can find on the Coast Guard Auxiliary RBS Vessel Safety Check web site:

Number	MIC	Company Name	Model Name	Problem 1	Last Date
<a href="#">100012S</a>	BLB	BAYLINER	195BR, 215BR, AND 197SD	NAVIGATION LIGHTS	2016-04-12
<a href="#">13R5094S</a>	MAP	ESSEX PERFORMANCE BOATS '24 Valor' ib powered boat		VENTILATION	2016-05-11
<a href="#">10R3848S</a>	BIC	BIC SPORT NORTH AMERICA INC	'SPORTYAK' ROWBOAT	LABEL; CAPACITY	2016-04-11
<a href="#">11R4294S</a>	SRR	CARAVELLE POWERBOATS	'202 BR' 18 POWERED BOAT	ELECTRICAL	2016-04-11
<a href="#">140003T</a>	JPN	SUZUKI MOTOR OF AMERICA	DF250AP & DF300AP	START IN GEAR	2016-02-09
<a href="#">150023S</a>	FGE	COBALT BOAT	296 & 302; 336 & 273	FUEL SYSTEM	2016-02-09
<a href="#">150020T</a>		BRP	ICON and ICON II	shift and throttle	2016-02-09
<a href="#">150014T</a>	HCT	LIVINGSTON CAT BOATS	LV14	BACK FLOODING	2016-03-07
<a href="#">14CG001</a>	HCT	LIVINGSTON CAT BOATS	LIVINGSTON 12C		2016-03-07
<a href="#">080036T</a>	MBC	MASTERCRAFT BOAT CO LLC	MARISTAR 280 AND X-80	FUEL SYSTEM	2016-01-06
<a href="#">150001T</a>	BUJ	BUJ	MAKO 18 LTS	HULL; CRACKS	2016-05-03

The corresponding recall number is a link to an explanation on recall and action taken. This information is vital for the Vessel Examiner conducting VSC for boater who may not suspect that there is an problem that needs to be resolved.

By periodically checking the web site: <http://www.uscgaux.info/content.php?unit=v-dept> you can keep up on the latest recalls.

When you conduct the VSC the boater is confident that if the Coast Guard Auxiliary inspects them and they pass, their vessel is safe and in good working order. We have had a number of boaters this year request we conduct a VSC on their vessel after they had been boarded by the Coast Guard and Marine Police. They claimed that even though they passed the boarding they did not feel the inspector did a thorough job. Some claimed they only look at one or two things then handed them a form and left. That is how much confidence the public has in our Vessel Examination program!! THEY RELY ON US. I am sure that after realizing the public has that type of belief in us we must uphold high standards and would not want to disappoint them and have them motor away with recalled equipment. Be PROUD of that accomplishment. We have a great reputation to uphold!!! SEMPAR PARATUS!!! WE ARE 8-7!!!!



Pictured right: Vice Flotilla Commander Ella S. Lee awarding Vessel Examiner Qualification Certificate August 2016

## **PADDLE CRAFT INITIATIVE—A GROWING DEMAND**

### **FLOTILLA COMMANDER AND (FSO-MT) JOSEPH LEE.**

Statistics report that in June and July of 2016 there were, respectively, 108 and 112 recreational boating casualties reported in the United States, the majority of which were paddle craft related. The paddle craft industry is booming and demand is consistently growing. You can purchase paddle craft at any box store in the country from sales personnel who know nothing about the craft, safety equipment or safety procedures. Then the new owner is out on the open waters and complaining because "those big freighters coming up the Delaware Bay do not get out of my way". The next time you are driving, take a look at all the vehicles with paddle craft attached or paddle craft racks. You will see a large and growing number.

We have a huge void on adequate training and safety inspections for paddle craft and it needs to be addressed and filled. The state does not yet require paddle craft owners and users to be trained on safety and operations or have vessel inspections. We have thousands of paddle craft operators on fresh and salt water who are totally ignorant of the rules of the road, safe boating practices, emergency operations, boating courtesy and safety equipment. Imagine automobiles traveling down the interstate where only half of the operators were aware of the driving laws. This is a receipt for disaster or it is I-295?

The Coast Guard Auxiliary's AUXPAD program is designed to step in and help to educate and provide for the safety of the boating public. The American Canoe Association (ACA) and the United States Coast Guard Auxiliary are teaming up in order to insure the protection of the boating public. A new course entitled "A Paddlers Guide to Safety" along with a power-point course and an instructors guide are available on line at:

<http://wow.uscgaux.info/content.php?unit=E-DEPT&category=paddlers-guide>

These include topics such as "**Know your Paddlecraft**" that cover the paddle craft construction, types, and physical features. "**Before you get Underway**" covers vessel capacity, float plans, loading gear and responsibilities when paddle crafting with others. "**Operating your boat safely**" covers rules of the road, ATONS, entering and exiting your craft safely and proper operation of your paddle craft. "**The Legal Requirements of Boating**" covers the safety equipment, registration, Homeland Security requirements, and what to do in case of an accident. Finally, "**Boating Emergencies.What to do**" covers capsizing, risks of drowning, cold water immersion and hypothermia, dehydration and weather.

These are subjects that every vessel owner need to know regardless of the size and type of craft they own or operate. These are subjects that could save lives in the event of risk or hazards.

In addition we have and maintain Paddle Craft safety brochures, designed by the ACA and in both English and Spanish. These can be provided to the boating public at our Public Affairs events as well as "Auxiliary Days" events throughout the summer or regular classes all year long. Putting this information into the hands of the public is paramount to their safety as well as the safety of non-paddle craft vessel operations having to "share the road" with them.

In 5th Northern Region we have an ADSO-PE for Paddle Craft, Laurie Huselton. She is an experience and well qualified paddle craft operator and enthusiast. She has provided to us a lot of information on paddle craft operation and use. I have known her for years and know that she is more than able to provide us support for our efforts in paddle craft operations and training. In addition, Mr. Steven Bork, our Flotilla Staff Officer for Navigation Services and Program Visitor is an experienced and trained paddle craft operator and enthusiast who has volunteered to become chairman of our paddle craft operations committee. (See "Paddle Craft" on Page 21)

Beginning in 2017 I am proposing the development of our own Paddle Craft Safety program. This will include inspecting the Paddle Craft rental services at Parvin State Park as well as their Willow Grove Lake facility for a total of over 80 paddle craft. We will also provide them with paddle craft brochures. We will also reach out to paddle craft rental operators and create new partnerships with them. As part of our Program Visitor initiative we will try to build relationships with Wal-Mart, Dicks and other box stores in the area for us to provide with brochures along with our contact information and class lists. We will also develop a project to offer a paddle craft safety course that we can schedule, teach, and publicize at paddle craft partners as well as with print and radio media. We need to see about making an impact to the underserved Paddle Craft public.

Remember, to the Coast Guard Auxiliary, ALL Recreational Boating Safety is JOB ONE!!

## Paddle Craft Hints

## "Get My Drift?"

Posted on [8 November 2012](#) by [admin](#) on RBS Outreach Web Site  
<http://bdept.cgaux.org/wp/?p=1191>

When a paddle craft – canoe, kayak, or paddleboard – is found adrift, the first question is whether someone was aboard or whether it simply blew or floated away. Until the latter is confirmed, it must be assumed that someone was aboard and no longer is. A SAR mission must go out and search until the owner/operator can be contacted and confirms that the craft was merely adrift and that everyone is safe.

The problem is that, unlike sail and power boats, most jurisdictions do not require registration numbers on all paddle craft. Without the familiar state coded numbers and letters on the bow, it is difficult to determine who the owner is and call them, unless they have taken action to identify themselves by putting their name and a telephone number on the craft. Few do.

Auxiliarists can help alleviate this problem through education and training and while doing vessel exams. Encourage paddle craft owners to permanently affix their name, a cell phone number, and a land line telephone number to their craft in a visible place. It doesn't have to be large, just legible.

An orange self-adhesive label with contact information spaces may be available from your District Recreational Boating Safety coordinator (on the Gold side). These stickers can be filled in using a magic marker, paint stick, or nail polish and applied to the hull or deck of the paddle craft. Get them by asking your materials person to inquire through the leadership and management chain.

With this identification aboard, a SAR crew finding the craft can immediately call and determine the status of the owner. If no answer, they will perform a standard search, according to conditions. But when the owner is found to be safe, the Coast Guard can save man hours and fuel, and be available for a true distress situation. VE's, PE's, and PA's are encouraged to pass the word to the paddling community.

"The Auxiliary National Supply Center has over 80,000 (eighty-thousand) "If Found" stickers in stock. Each flotilla is limited to one (200 sticker count) order per quarter. Since October is the start of a new quarter, recommend orders be placed now. If there are flotillas who do not typically deal with the stickers, they can order them and provide to a neighboring flotilla which may exceed distribution of 200 stickers per quarter."



## ***NAME THAT LANDMARK***

Name that landmark is a contest to see how well you can identify landmarks you would normally see as you are navigating our waters. Except for one, all of these landmarks can be found in and around the New Jersey Shore and Delaware Bay Area. Identify each one and send them to me at [genjlee@comcast.net](mailto:genjlee@comcast.net) and the first email with the correct answer will win a prize. Put your thinking hats on (if we still have those things) and give it a try. Earliest correct submission wins. HINT on landmark D. You will NOT find this in New Jersey but off Connecticut out at the mouth of a submarine river.



**A**



**B**



**C**



**D**

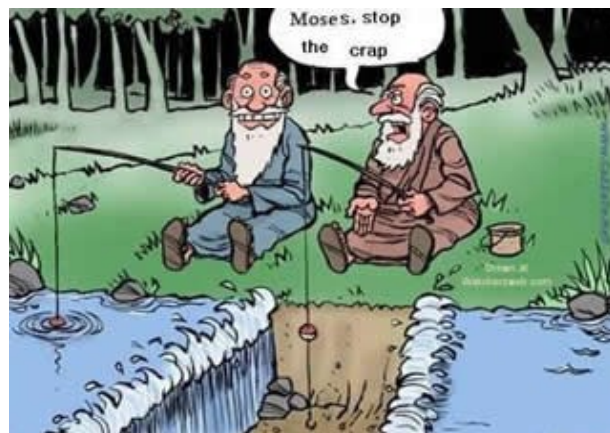
**HUMOR—I RECOGNIZE IT**



Should have taken our class



Need a bigger boat?



## Flotilla Calendar

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

**November - Donation of Ensign Benson Books to Seabrook School and a Library**

**December 8th 1800 hours Flotilla Meeting (COW) and Fellowship/Christmas dinner Kountry Kitchen, Elmer, New Jersey**

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

**January 11th 1900 hours Division 8 Meeting Flotilla 8-1 St. Peters Church, Ocean City, NJ**

**January 12th 1930 hours Flotilla Meeting 185 West Forest Grove Rd, Vineland, NJ**

**February 8th 1900 hours Division 8 Meeting Flotilla 8-2 Building Cape May, NJ**

**February 9th 1930 hours Flotilla Meeting 185 West Forest Grove Rd. Vineland, NJ**

**March 8th 1900 hours Division 8 Meeting Flotilla 8-3 Wildwood, NJ**

**March 9th 1930 hours Flotilla Meeting 185 West Forest Grove Rd. Vineland, NJ**

**March 18th TBD Sportsman Expo, Fortisque, NJ**

**March 25th TBD "Hooked on Fishing Not Drugs" PA event Lake Mathilda, NJ**

**April 5th 1900 hours "Hooked on Fishing Not Drugs" PE/PA event Lakeland Complex, Gloucester Township, NJ**

**April 12th 1900 hours Division 8 Meeting Flotilla 8-4 Atlantic City CG Station**

**April 13th 1930 hours Flotilla Meeting 185 West Forest Grove Rd. Vineland, NJ**

**May 10th 1930 hours Division 8 Meeting Flotilla 8-5 Brigantine Community Center, Brigantine, NJ**

**May 11th 1930 hours Flotilla Meeting 185 West Forest Grove Rd. Vineland, NJ**



**CALM WINDS AND FOLLOWING SEAS SHIPMATES**

