

USCG AUXILIARY FIFTH NORTHERN

# DIVISION 8 MARINER

Division Commander (DCDR) – Richard C. Weiss  
Editor - Howard Friedman, SO-PB

Summer 2015  
Vol. 15 No. 2

## Summertime: - Baseball & Boating



**See how they mix. Pages 5 & 6**  
**Test your "Safe Boating IQ." - Page 24**

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Flotilla 8-2 (Cape May) Lorraine Bianco and James Carey

Flotilla 8-3 (Wildwood) Scott Supplee and Fran Krajewski

Flotilla 8-4 (Absecon Island) John Percy III and David Scallion

Flotilla 8-5 (Brigantine) Alan Moose and Eileen Harrigan

Flotilla 8-6 (Lower Township) James Hans and Brenda Hollway

Flotilla 8-7 (Cumberland) John Mastrobuono and Robert Tiller

Flotilla 8-8 (Salem) Timothy Dehaan and Robert Reistle

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SO-VE (Vessel Safety Check) – William Hartley (8-3)

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## **From The Fo'c's'l** (*folk-sel*): **An Element for All Of Us**

As you know, Team Coordination Training (TCT) is required for all members qualified in the Boat Crew Program (Coxswains and Crewmen). The seven (7) elements of TCT help crewmembers work together more safely and efficiently while out on patrol.

While it is easy to view a boat crew as a team, in reality, all USCG Auxiliarists are members of many “teams.” The entire Auxiliary is a team. So is each district, division, and flotilla. Also, when a group of vessel examiners hold an open house at a marina or boat dealership, or when a boat safety information booth or table is set up at a public event, they are all functioning as teams.

An element that would help all members work together more harmoniously in these situations is “Courtesy.” While Courtesy to the general public at all times goes without saying, let’s not forget Courtesy among all members. If your team was hosting an event, wouldn’t you want a member from another flotilla to exhibit the Courtesy of, before showing up, first calling ahead of time to inquire what image your “team” intends to project to the public?

Quoting “Viper” from *Top Gun*: “Remember, we are all on the same team.”

Smooth navigating,

*Howard Friedman, SO-PB*

P.S. As always, if you have any suggestions that would inspire additional readership, please send them to me. (auxhf@yahoo.com)

Past issues - <http://a05308.uscgaux.info/publications.html>



# TCT and MLB

One of the seven elements of Team Coordination Training (TCT) is “Situational Awareness.” On Tuesday, May 19, 2015, that element appeared in a Major League Baseball (MLB) game when Pedro Alvarez of the Pittsburgh Pirates, in the words of baseball writer Mike Axisa, “hit a home run clear out of PNC Park and into a boat sitting in the Allegheny River.” Fortunately, no one was in the boat and no damage occurred.

The following photos were taken from the two videos posted on [www.cbssports.com](http://www.cbssports.com). (Note the use of the telestrator (red circle) in the middle two photos.) The videos showed both the homer and the retrieval of the souvenir by an observant passerby. Even though it was “only the third ball hit into the Allegheny River in the 15-year history of PNC Park,” docking a boat in a place for potential injury, damage, or theft, demonstrates a lack of “situational awareness” on the part of the boat owner.



# West Coast Baseball and Boating

As in Pittsburgh, PA, AT&T Park in San Francisco, CA is adjacent to a large body of water. San Francisco Bay is right behind the stadium's right field wall. This part of the bay is called McCovey Cove. Home runs commonly land in the Cove on the fly. Between 2000 and 2014, 68 "Splash Hits" by Giants players and 36 home runs by opposing players cleared the Arcade and the Portwalk.

Where there is water there are boats. In this case a lot of them. Behind the scoreboard in center field, there is a pier where ferries can tie up and let off fans at the park. On game days (and nights), many fans go out on the water in the Cove on boats and kayaks in hopes of collecting a home run ball. Many hang out on the water even during pre-game batting practice.

The Port of San Francisco has posted "McCovey Cove Safe Boating Regulations" on the Internet. There is even a "No Motoring Zone" within the Cove.

(Ed. note: I wonder if the Auxiliary patrols this area on game days and/or nights.)



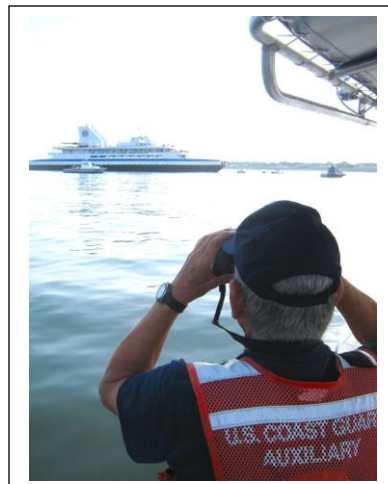
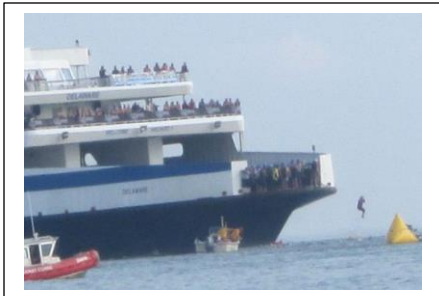


# A Leap From A Ferry into Delaware Bay

The swimming event at the start of the annual Escape the Cape Triathlon begins with a leap into Delaware Bay from a Cape May (NJ) – Lewes (DE) Ferry. Two USCG Auxiliary facilities helped provide a safety zone for the competitors swimming to shore to begin the bicycling event.

Aboard Chris Gloede's facility were fellow members of Flotilla 8-3: Tom Palmer, Vanessa Brown, and Mike Hamilton. The crew on John Tredinnick's facility was comprised of Flotilla 8-2 members Lorraine Bianco, Joe Giannattasio, and Tony Kupstas.

Photos by Joe Giannattasio and Mike Hamilton.



# The Coast Guard Community Festival - Cape May, NJ

Photos from the *Cape May Gazette*

## Festival draws a crowd



Stephanie Bair and Brad Campbell, both of West Deptford, sit at the helm of the Coast Guard Cutter Ibis and learn about the specifications of the vessel with the help of Coast Guard Auxiliary volunteer John Burns of Flotilla 82 Cape May.



Ruth Carlsen, of Villas, learns about the engines of the Coast Guard Cutter Ibis with Coast Guard Auxiliary volunteer Mike Slepian of Flotilla 82 Cape May.



Helo Photos

by Fran Krajewski (8-3)





# National Safe Boating Week (NSBW) Events:



Left - Bob Babezki (8-1) and Dave Latta (8-1) man the Public Information Booth at All-Season's Marina.  
Middle - Walt Alsegg (8-1) instructing at an ABS class.  
Right - Bob Babezki performing a Vessel Safety Check. (Above photos by Charlie Wilkins (8-1)).

## Flotilla 8-3 at Schooner Island Marina in Wildwood, NJ

### Vessel Safety Checks and Information Table



# A Memorial Day Cruise on the Ibis

Report by Jim Hans, FC 8-6; Photos by John Burns (8-2)

Taking part in the Memorial Day Wreath Laying Ceremony held annually off of the beach at Cape May, NJ, members from Flotilla 82 & 86 enjoyed a morning cruise aboard the 87' USCG Cutter Ibis. The trip got underway from USCG Station Cape May at 1030 hrs. and returned at 1330 hrs.





# Auxiliarist Honors Founder of Sunset Beach Flag Lowering Ceremony

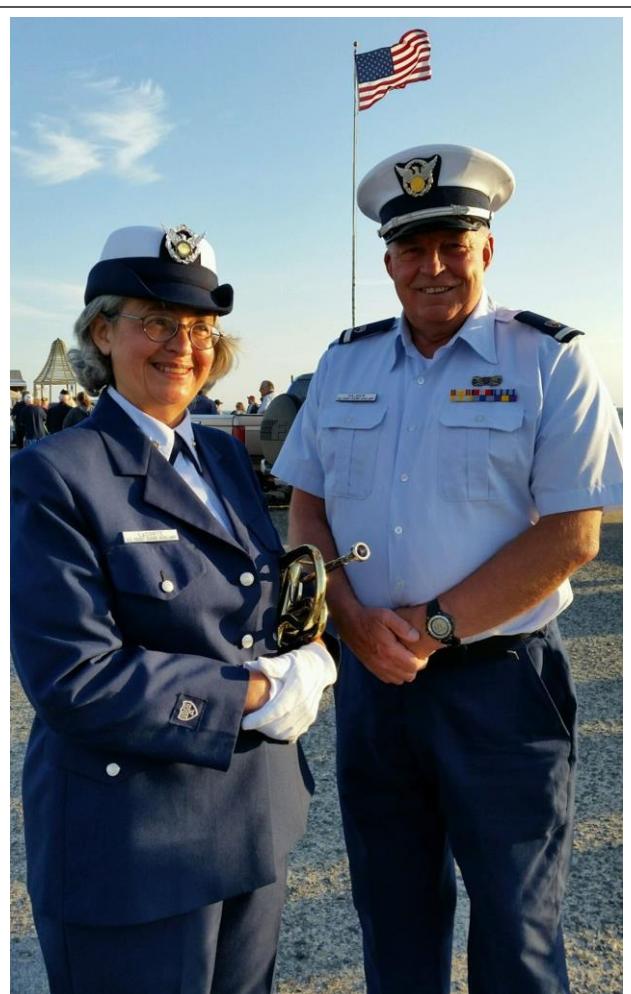
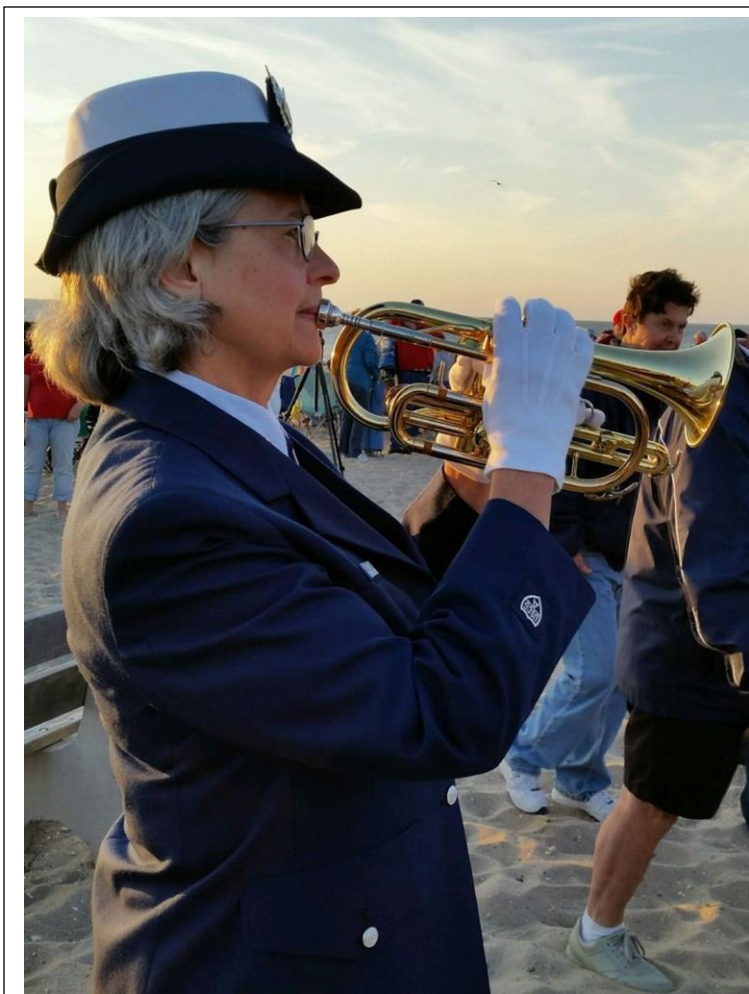
Article by Tom Palmer (8-3)

Every night at sunset in Cape May Point, a flag lowering ceremony takes place. On this year's Memorial Day, the ceremony honored the flag of Marvin Hume, aged 74. Marvin was the owner of the Sunset Grill but is best remembered as the man who honors our nation's veterans by raising their casket flags at sunrise and lowering their flags at his nightly ceremony at his Sunset Beach property.

There is over a year long waiting list of families wishing to honor their heroes at Marvin's Flag Pole and each ceremony is attended by hundreds of people, paying their respects to a fallen American veteran.

The family whose flag was to be flown on Memorial Day graciously gave up their day to the Hume Family.

For Marvin's flag ceremony, Nan LaCorte (8-3) was asked to play Taps. Nan was known to the Hume family through her career as a teacher in the music program of Lower Twp. Schools. For Nan, who also plays on the USS New Jersey where she works as a tour guide, it was the last performance of a day during which she had gone to every cemetery in Cape May County and played Taps for all the veterans buried there.





# Crew Classes – 2015 (land sessions)

Report by Walt Alsegg (8-1); Photos by Ernie Phillips (8-4)

On 18APR15, 25APR15, and 05MAY15, a crew class was hosted by Flotilla 8-5 at the Brigantine Community Center.

The following members attended the class:

8-5 Mike Brotschul, Joe Pascarella, Harry Winterbottem, Jim Mackey

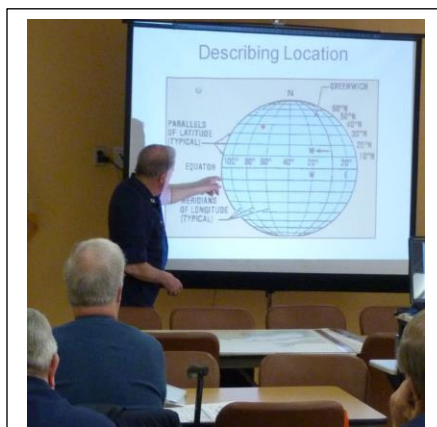
8-4 John Percy, Richard Dale

8-1 Ruth Keck, Bill Fithian

Instructors/ mentors: 8-5 Dan McFadden, Stan Friedman, Cris Gleason, Gil Finkelstein, Alan Moose

8-4 Ernie Phillips

8-1 Walt Alsegg, Ken Wilde



Ken Wilde teaching GPS (lat/lon) as an introduction to a hands-on chart plotting session.



Walt Alsegg instructing correct use of a signaling mirror and demonstrating line tossing.

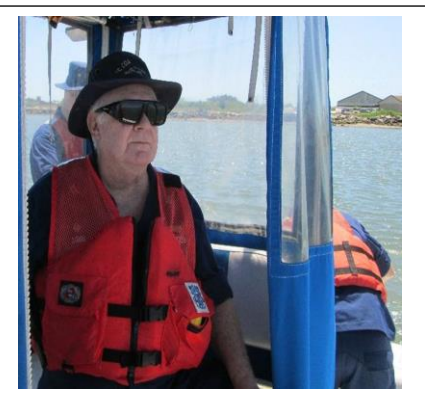
# On-The-Water Crew Training – Misc Photos

Photos by Mike Hamilton (8-3)

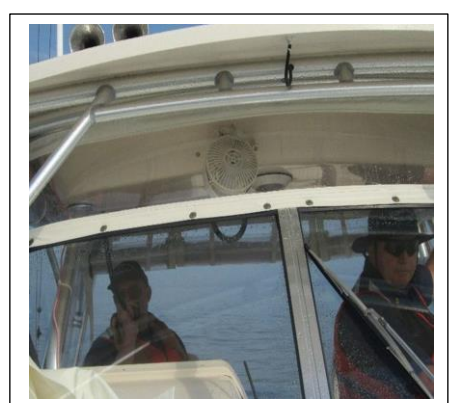
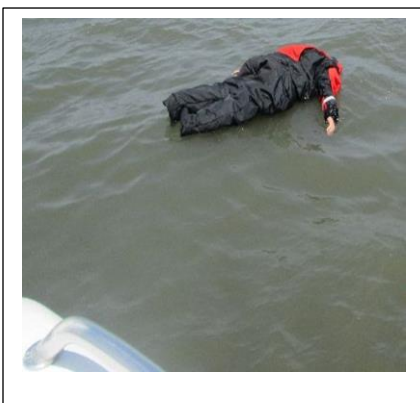


Ralph Catanese and his crew while training in CM Harbor.  
after assisting at the Cape Escape and training in CMH.

Chris Gloede and crew relaxing  
after assisting at the Cape Escape and training in CMH.



THREE QEs (Qualification Examiners): Dan Hartman (8-2); Joe Giannattasio (8-2); Bruce Long. (8-2)



Man Overboard (MOB) Drill w/ “Oscar.” Mike Hamilton & “Oscar.”

Chris Gloede on VHF while  
Tom Palmer maintains a lookout.



# Rehearsal and Real Night Patrols – Del. Bay

Adhering to the night patrol policy to do a “rehearsal” night patrol before the “real” mission, five Auxiliarists joined coxswain Bill Hartley (8-3) aboard Don and Kathy Spataccino’s (4-9) AUXFAC in Wildwood to provide a safety area for the spectator boats watching Lower Township’s fireworks display in nearby Delaware Bay. Also included were Jim McCarthy and Jim Kight, both in 8-6, Tony Kupstas (8-2), and Mike Hamilton and Mike Meeds, both in 8-3.

Fortuitously, they encountered nice sea conditions on both nights.      Photos by Mike Hamilton (8-3)



Above left - Preparing to get underway.

Above right - Awaiting “line orders.”

Left - Arrival of the fireworks barge.

Below left – “Ooooooh.”

Below right – “Aaaaaah.”





# Successive Night Patrols, Different Conditions

As boaters know, water conditions can change from day to day. So it was for both the “rehearsal” night patrol and the following night’s “real” mission on Fran Krajewski’s 21’ center console AUXFAC. from West Wildwood to the fireworks barge off of the beach in Avalon.

Accompanying him was Scott Supplee, Vanessa Brown, and Tom Palmer (all from 8-3), and Joe Giannattasio (8-2). Adequate early evening light supported their decision to run the ICW north to Townsend’s Inlet (TI) on both days. A change in sea conditions and the length of the trip, required return trips of different routes.

On the first patrol, the sea was calm and it was just becoming totally dark. A crew decision was made to return via the ocean. Heading south along the beach front, they passed far enough offshore to avoid Hereford’s Inlet, connected with the ICW through the Cape May Inlet, and headed north to their home port.

A 15 mph ENE wind on the following night produced sloppy conditions in TI. Taking a look outside, they encountered waves of 3 to 4 feet, rather than the forecast 2 feet. Seeing only four boats (big sportfishermen) and an Avalon Police boat near the fireworks barge, they decided to return to the ICW.

Back in the bay, about 30 boats had anchored in a large area waiting for the fireworks to begin. Adapting to the current situation, the crew spent the rest of the evening near these boats, leaving only when necessary to alert newly arriving vessels about the choppy seas outside of TI. Occasionally, a boat would not heed their advice and try to go out of the inlet, only to turn around just on the ocean side of the TI Bridge and come back to join the anchored “fleet.” As it turned out, that place was an exceptional location to view all of the beach community fireworks displays from Strathmere south to Cape May.

Once the festivities ended and the “audience” had safely left the area, a group decision was made to return home this time back south along the ICW. In addition to being the driest, more comfortable, and safest way, albeit the longest, it did provide opportunities for the crew to perform Auxiliary tasks and to sharpen their night boating skills.

One task was to verify that three lighted ATONS, passed earlier while it was still daylight, were now working properly. (They were.) The crew also checked to see if the incoming tide had provided deep enough water for the three boats that they had seen aground on their way to Avalon to get underway. (It had.)

Slowing to a safe speed for conditions was important and while the full moon’s astronomical high tide proved beneficial to the boats that had earlier run aground, it required the Auxiliary crew to be extra cautious. Even maneuvering under the 96th Street Drawbridge in Stone Harbor, while well lit, required temporary removal of the lights, flags, and antenna from the t-top and careful steering through the exact middle of the channel.

In the unlit sections of the ICW, having two lookouts with spotlights made for easier identification of other boats, “Slow Speed No Wake” buoys, and crab pots. Interestingly, the extra high water made recognizing usually familiar channels more difficult since the marsh grass in many places was covered by the tide. The GPS- MAP was used to monitor the facility’s position and direction, and for providing the location of upcoming channel markers.

With fatigue a major concern on this type and length of mission, Fran made sure that every crew member participated in operating the boat, manning a spotlight, monitoring the GPS, and serving on watch. Constant communication kept everyone alert.

A great team effort resulted in another two safe and successful night missions by the USCG Auxiliary.

# “Return The Favor”

Report and photos by John Tredinnick (8-2)



Every May, the Horseshoe Crabs come to Delaware Bay beaches to lay their eggs. At the same time, shorebirds -- especially the endangered Red Knot -- use the Delaware Bay beaches as a food stop on their annual migration from the southern tip of South America to the Canadian Arctic. They feed on the Horseshoe Crab eggs until they have enough energy for the final leg of their flight north.

Horseshoe Crabs have existed for 230 million years. Over the last 15 years, their numbers have decreased causing a likewise decrease in the Red Knot bird population (from 100,000 to 30,000) placing them on the endangered species list. In addition, Horseshoe Crab blood is used in the pharmaceutical profession. So, if the horseshoe crab population is saved, the bird population and human medical applications benefit, also.

High tides and the full moon bring thousands of mating crabs onto the bay. In the daytime when this occurs, the Red Knots, seagulls, Piping Plovers, and many other shore birds swoop in by the thousands to feast on the caviar-like salty eggs. This feeding frenzy goes on from early May until June 7th. It is really neat to watch. As expected, not all of the eggs get eaten. Many return to the shallow waters of the bay where they mature. Some crabs get impinged on the dunes and need help to get back into the bay. This is when our aid is needed.

## “Return The Favor” (cont’d)



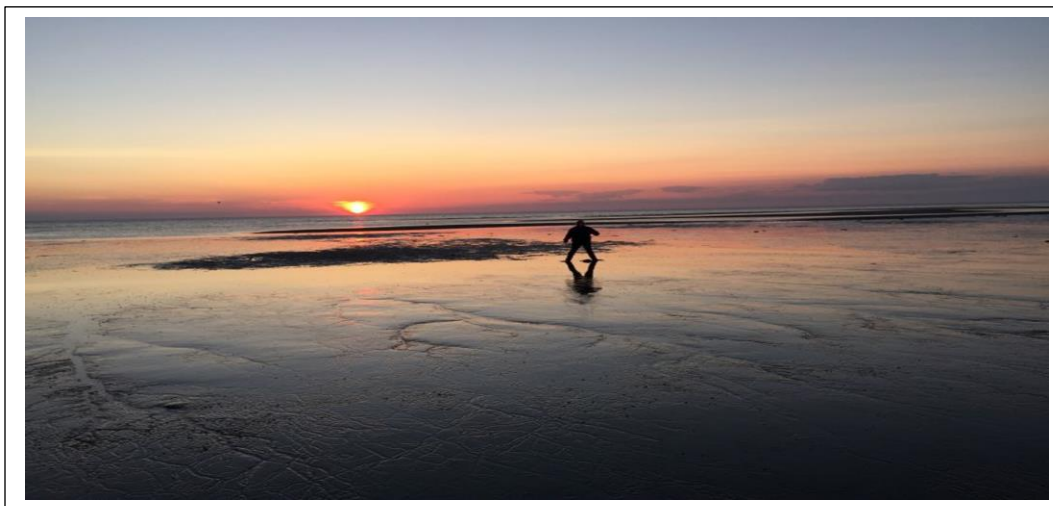
“Return The Favor” ([www.returnthefavornj.org](http://www.returnthefavornj.org)) is a state (NJ) run program, now in its second year. It was formed to help rescue horseshoe crabs and the Red Knot birds that feed on the crab eggs.

On June 6<sup>th</sup>, ten Auxiliarists met at John Tredinnick’s residence in Villas. Following a barbecue and fellowship, the team headed to the bay. Members involved were: Division 7 Commander Joe Smith, Flotilla Commander Laurie Huselton, Lauren Carter, Glenna Tredinnick, John Tredinnick, Ralph and Marie Catanese, Flotilla 8-2 VC Jim Carey, Flotilla 8-2 Commander Lorraine Bianco, James Lang, Tony Kupstas.

Since signs are posted along the bay and the habitat areas are roped off, John Tredinnick (DSO-MSEP) attained the required permit from N.J. Wildlife to enter these areas, carefully, at night during high tide, and help any of the crabs that could not flip themselves back over, back to the water.

In addition to saving 20 crabs, the group pulled and disposed of big debris from the muck. Looking to the future, a description of the area was sent to Fish and Wildlife along with photos of the bay pre-dune area in the Villas that may need to be smoothed out so the crabs don't get stuck there at high tide.

Be environmentally friendly. Join Aux Marine Safety teams for **fun, fellowship, and exercise** all year long!!





# Member Training – A Two Way Street

When Scott Supplee, FC 8-3, graciously agreed to allow me the time to present a demonstration of knot tying for the Member Training session at our June flotilla meeting, I had two goals in mind. First, I wanted to make it a hands-on activity that would allow everyone a chance to take an active role in the session. Secondly, I also wanted to get something out of the session. To accomplish that meant motivating the members to provide immediate feedback about both manner in which the demonstrations were shown and about the information presented.

Encouraged to participate, my fellow flotilla members didn't disappoint me. Their comments and suggestions resulted in instant improvement in the viewability and understanding of some of my demonstrations. In addition, recalling examples from their vast boating experiences, Mike Hamilton (Navy and Coast Guard), Chris Gloede (large craft owner and commercial captain), and Tom Palmer (offshore sailing), added worthwhile samples of related knots, bends, and hitches (i.e. Running Bowline, Figure Eight, etc.) that will make my future knot tying sessions much more informative and interesting.

The above member training session was another example of how we, as instructors, can gain valuable information by allowing students to provide their input at these training sessions..

Below, Tom Palmer working with one of the small groups on some knots used in sailing.

(seated l. to r.: Mike Hamilton, Mike Meeds, Josie Gilbert, & Allen Nordt)



# The Danger of Silting

## Coast Guard Rescues Jet Skiers Stranded in Mud

From [www.Cape May County Herald.com](http://www.CapeMayCountyHerald.com) Thurs., July 2, 2015

CAPE MAY - The Coast Guard rescued two children and two adult jet skiers who were stranded in the mud Wednesday near Great Sound in Cape May County.

A helicopter crew from Coast Guard Air Station Atlantic City hoisted the four individuals with no reported injuries and brought them to Cape May Airport.

The stranded jet skiers called 911 for assistance at approximately 11 a.m. Command center personnel at Coast Guard Sector Delaware Bay, in Philadelphia, received a request for Coast Guard assistance from the Middle Township Police Department at approximately 1:15 p.m.

"When I stepped off the grass into the mud — even with my mud shoes on — I still sunk right in up to my knees," said Petty Officer 2nd Class Andrew Wagner, the rescue swimmer on the case. "I realized with those mud shoes you have to be very deliberate and put your feet flat, then I was able to get across. If you're not careful you'll go right in."

The aircrew determined the best way to conduct the hoist was by sending one adult and one child together at a time for a total of two basket hoists, said Wagner.

"They had already been out there since 10:30 a.m. and they didn't have any water so it would've gotten to the point where there might have been some medical issues, had we not gotten them out of there."

A boat crew from Coast Guard Station-Small Townsend Inlet aboard a 24-foot Special Purpose Craft — Shallow Water vessel also assisted in the case.

### **Additional comments:** [Thu, 07/02/2015 - 11:35am](#) - Posted by: clammer

The Coast Guard did an excellent job, as always.

The danger of silting, is something they overlooked in the required NJ Safe Boating Course. Natural mud bottom will pretty much support your weight. Bottom areas that were dredged, but not maintained, become silted. Silt is like quick sand. Some areas here in Cape May County have 6-8 feet of silt. I learned the hard way as a kid, stuck up to my neck in black smelly muck. Take the time to get to know the back bay waters before you leave the dock.

### **E-mail replies from two Auxiliaries:**

- 1- Back in high school, my Marine Biology class went behind the school to the marsh area to collect samples. I was wearing mud boots and stepped in a spot that looked stable. My right leg sunk in the mud up to my hip. The suction got a hold of me pretty good. Two fellow students pulled me out. Good article to discuss with boaters.
- 2- I am using this article today when I do VE's. Another reason to stay with your boat if it should run aground.

# USCG Postage Stamp

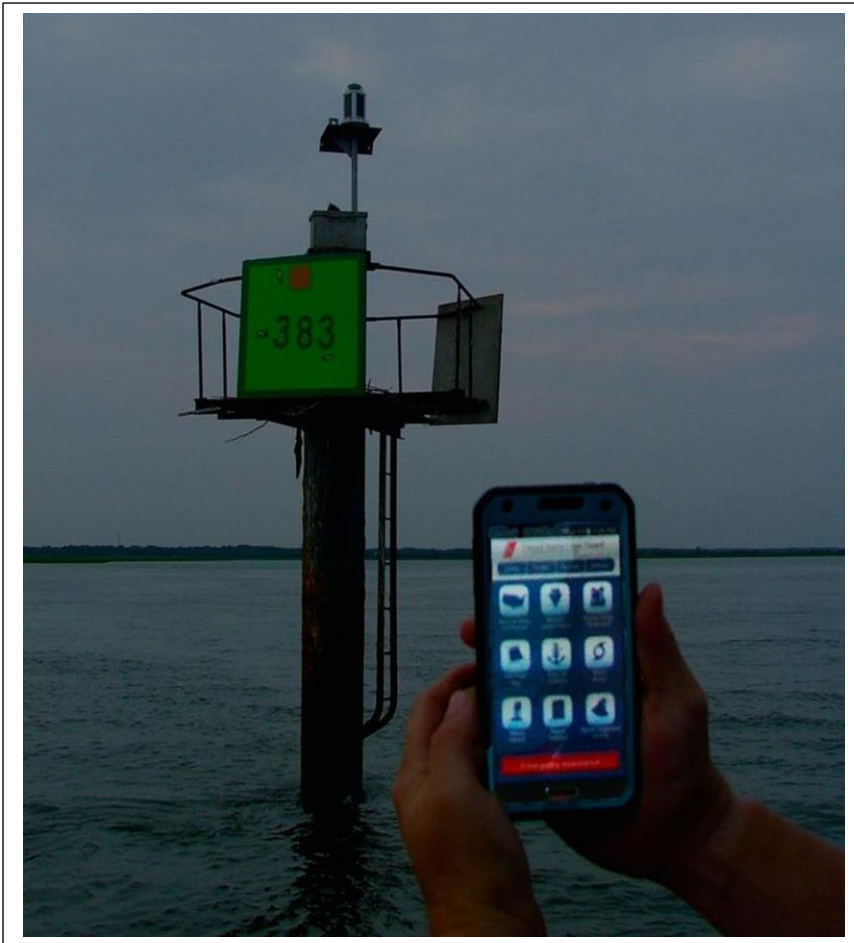
Tom Palmer (8-3)

The United States Coast Guard (USCG) stamp will be available on August 4, 2015. There will be a special presentation by the United States Postal Service (USPS) to the USCG at the Coast Guard base in Cape May, NJ on August 21, 2015 during a class graduation ceremony. Admiral Paul F. Zukunft, Commandant of the USCG, will be there to accept the stamp. Ask your FC about attending.



# USCG Boating Safety Mobile App

Joseph Giannattasio (8-2)



In May 2015, the Coast Guard released its first Boating Safety Mobile app as the kickoff to this year's National Safe Boating Week. Features of the app include: state boating information; a safety equipment checklist; free boating safety check requests; navigation rules; float plans; and calling features to report pollution or suspicious activity. When location services are enabled, users can receive the latest weather reports from the closest National Oceanic and Atmospheric Administration (NOAA) weather buoys as well as report the location of a hazard on the water. The app is available on the Apple and Google Play online stores.

INTRACOASTAL WATERWAY, N.J. - The new Coast Guard App is shown being used to report the light not functioning on a lighted day beacon. Coast Guard Auxiliary photo by Joseph Giannattasio.



# Flotilla 8-6's May Meeting at the NASW

Reprinted from the Newsletter *In The Lee of the Longboat*, Editor- Pat King

Below are photos from Flotilla 8-6's May Meeting held at the Wildwood Naval Air Station Museum. The meeting included a speech by Linda Springer, retired Director of the US Office of Personnel Management. Included in the festivities were refreshments, camaraderie, and an opportunity to view the many exhibits.

## FLOTILLA MEETING AT NASW



LINDA M. SPRINGER



The Wildwood Naval Air Station Museum was the perfect setting for our May Flotilla meeting. We were thrilled



86 FC JIM HANS, PAST FC JIM KIGHT AND 83 FC SCOTT SUPLEE



REFRESHMENTS, CAMARADERIE AND A CHANCE TO VISIT THE EXHIBITS

# Night In Venice Boat Parade - 2015

Four crews of Auxiliarists joined Coast Guard and NJ State Police crews, an OCPD crew, and a CGIS agent for a pre-event BBQ at USCG Station Great Egg (Ocean City) before departing on their mission to provide participant and spectator boat safety during Ocean City's gala boat parade along a two mile stretch of the ICW.

The photos were taken at the beginning of the parade in "The Coast Guard Lagoon." Once full darkness had covered the area, the main waterway and the six lagoons were all aglow from the decorative lights of the bay front homes and the boats and the reflections across the water. Party music could be heard the entire length of the route, even well after the last boat was headed for it's home port.



Above left, Lead Crew – Walt Alsegg (8-1) and Eileen Harrigan (8-5) (CGIS agent not pictured)

Above middle – Mike McKenzie (4-8), Bruce Goldberg (8-1), and Bob Fritz (4-9)

Above right – Art Zack, Charlie Wilkins, Greg Kelchner, and Fred Ruddick (all in 8-1)

Below left - Wm Fithian, James Ryon, Lew Branin, and Ed Henne (all in 8-1)





# Night In Venice Boat Parade (cont'd)

## GETTING UNDERWAY (u/w)



THE PARADE: With boats of all shapes (even a barge with a car) and sizes (13' to 50'), this year's procession was led, for the first time, by an Auxiliary facility (AUXFAC),





# A Test Of Your Safe Boating IQ

## “An Accident That Didn’t Happen”

In only the time it takes between two pitches to the same batter in a major league baseball game, the person in the below photos could’ve lost his life in a recreational boating accident while drifting on a hot afternoon in a boat with friends on the Ohio River by Cincinnati, OH. (The photos were taken from a video on the Internet.)

How many unsafe things can you find that this fellow did that could have cost him his life? Also, what proper actions should he and/or his friends have (or have not) taken that would have prevented an injury or death?



# A LIGHTER, FINAL THOUGHT



**It took 70 years but it FINALLY happened.  
If you don't understand, watch this video:**

**<http://www.youtube.com/watch?v=airT-m9LcoY>**

**(The above address is not a link. You'll have to Copy and Paste.)**