



U.S. Coast Guard Auxiliary

Flotilla 81

Ocean City, N.J.

*KENNETH WILDE, FC
ROBERT BABEZKI, VFC*

January 2011

Editor: Art Zack FSO-PB

Flotilla website: www.uscgaux-ocnj.org

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CALENDAR OF EVENTS

Wed, Jan. 12th-Division 8 meeting hosted by Flotilla 81, St. Peters Church at 1930 Hours.

Thurs, Jan. 13th-Flotilla 81 meeting, St. Peters Church at 1930 Hours.

Thurs, Jan. 23rd N-TRAIN 2011-- See page -16 for further info.

Wed, Feb. 2nd-Thru Sun, Feb. 6th, Atlantic City Indoor Boat Show, Atlantic City Convention Center.

Wed, Feb. 9th, Division 8 meeting, "The Shack" (FL-82), Cape May, New Jersey at 19:30 Hours

Thurs, Mar. 10th-Flotilla 81 meeting, St. Peters Church at 1930 Hours.

Fri, March 25 Thru Sun, March 27-*

D5NR Spring Conference, Dolce Valley Forge, 301 West DeKalb Pike, King of Prussia, PA
See page 15 for directions.

FROM THE BRIDGE

COMMANDERS COMMENTS



I want to wish all the members of Flotilla 81 Happy Holidays. Plans are being made for another season that we would like all to get the most they can from the Auxiliary. All are welcome to participate to their ability in educational, social and on-water activities. New faces from our new Vice Commander to new staff officers and new members will bring new ideas and friendships to the flotilla.

This season we've been asked by the Coast Guard to place special emphasis on National Safe Boating Week. This year we will make this a high visibility public program. We ask all to participate with vessel exams, educational programs and patrols to bring this home to the public. Mandatory boating courses forced most boaters to classes to learn about boating safety. Now we need to bring classroom safety discussions to the real world.

We look forward to greater interaction with the Coast Guard. Planned exercises with them and possible greater reliance of them on us for Search and Rescue challenges us to be at the top of our game. We must be ready to answer the call at the level expected of us. After all, our motto is *Semper Paratus*.

Ken Wilde
Commander, Flotilla 81 (5NR)

VICE COMMANDERS COMMENTS



January is a time of fresh starts, a new year and a new season of Auxiliary activities. This year, our flotilla faces some new challenges. How do we become more relevant to the local boating community? What can we do to have a greater impact on the safety of the boating public in Ocean City? How can we be more effective in getting our safety message out to the public?

These are all good questions, many without easy answers. Since boating safety is the keystone mission of the Auxiliary, we can impact the perceptions of the public about safety by using ourselves as an example of the Safety mindset. Many times the recognition of a dangerous situation can prove vital in reacting to what is happening around us, be it walking down the street, driving in our car, or out in our boats.

Each of us as members must include our Auxiliary mindset into our daily routines. We must always think Safety. We must always be on the lookout for a dangerous situation, be it involving ourselves or others. We must think Safe and act Safe. The more we internalize safety into the way

we think and act, the less chance of getting into a dangerous situation where someone could be injured. This Safety mindset will then rub-off onto our Auxiliary contacts with the public.

I look forward to a challenging year ahead for our Flotilla; one that I think will enrich each of us as members and individuals.

Bob Babezki
Vice Flotilla Commander, Flotilla 81 (5NR)

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FLOTILLA OFFICERS FOR 2011

<u>FSO-Communications</u>	Jim Earle
<u>FSO-Communications Service</u>	vacant
<u>FSO-Finance</u>	Dave Wilson
<u>FSO-Information Services</u>	Howard Phillips
<u>FSO-Materials</u>	Marilyn Hughes
<u>FSO-Marine Safety</u>	Ruth Keck
<u>FSO-Membership Training</u>	Bill Quain
<u>FSO-Navigation Systems</u>	John Bodin
<u>FSO-Operations</u>	Walter Alsegg
<u>FSO-Personnel Services</u>	Beverly Ryan
Assistant	Joe Skutlin
<u>FSO-Public Education</u>	Marilyn Hughes
<u>FSO-Program Visitor</u>	Joe Skutlin
<u>FSO-Public Affairs</u>	Terri Pierce
<u>FSO-Publications</u>	Art Zack
<u>FSO-Secretary/Records</u>	Mary Grant
<u>FSO-Vessel Safety Check</u>	Charles Wilkins

A NOTE FROM THE EDITOR

Art Zack FSO-PB

When Bob Babezki asked me to take over as editor of Thru The Pelorus and become the FSO-PB, I said "Are you kidding? My computer expertise is in photography. I wouldn't know how to compose a news- letter." My next excuse was that I am new to the flotilla and I only know a few members. My next excuse was that I can't spell. O.K., so I can use spell check. After I ran out of excuses, I said yes, I'll take the job. Bob said that the members of the flotilla are great and they would help in any way they can. With Bob covering by back and members submitting information, I know I can provide our members with a timely and informative newsletter.

Please feel free to submit articles and general information that will be of interest to our members. I'm sure you all have an Auxiliary story in you, and all you have to do is get it on paper or into Microsoft word. Photos (jpg only) of Auxiliary members in action will also be appreciated.

I can be reached at minart5@comcast.net or (856)795-4253
Thank you very much for your help

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OPERATIONS

Walt Alsegg FSO-OP

I attended a QE meeting at Sector Delaware Bay in Philadelphia and learned of some interesting and positive changes for the 2011 patrol season.

First, SAMA reimbursement will increase by 50%. This is the money that we get for patrols towards boat maintenance above and beyond the gas money. As an example, if we got \$6.00 per hour last year, we would get \$9.00 per hour in 2011.

Secondly, we will be able to do safety patrols on weekdays as well as weekends. This past year we could only go out on Friday, Saturday or Sunday unless it was a training mission. With our added facilities this will allow us to go out anytime we want and not duplicate efforts. The “one boat per area” will still be in effect.

The maximum length of a patrol remains at 8 hours unless we get a specific waiver from the operational command. Also a clarification on hours to be reported– a patrol starts when all members are onboard and ready to do a brief, risk assessment and check list, not when you actually get underway. Likewise the patrol ends when you do a post mission brief and depart from the boat

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Lastly, hot weather outfits will be allowed consisting of Blue T-shirt or Polo shirt and ODU shorts (which are available at UDS Woodbine) HOWEVER, all crew members must be in the same uniform.

I hope everyone has a healthy and short winter! I’m looking forward to the start of our patrol season on May 15, 2011.

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ARE YOUR CHARTS UP TO DATE?

Yogi Berra once said “If you don’t know where you’re going, you’ll end up somewhere else”. If you are on the water, you will need accurate charts, the best way to keep up to date is to subscribe to LOCAL NOTICE TO MARINERS. It is a web site that contains all information relevant to the waterways within Fifth Coast Guard district and is updated weekly. It can be found on the U.S. Coast Guard Navigation Center website at www.navcen.uscg.gov/lnm/d5. Winter is a good time to update your charts because there is no pressure to get out on the water and it will make less work in the spring. You can also get an up to date light list at this site.

ANTARCTIC ADVENTURE

Art Zack FSO-PB

Have you ever read a book that grabbed you from the start and wouldn't let go until the end? "South-The Endurance Expedition" is such a book. It is the true story of the survival of 28 men whose ship sank in the Weddell Sea in Antarctica in 1914. It was written by Sir Ernest Shackleton, and tells how he and his crew spent 497 days on an ice floe dragging their supplies in lifeboats, looking for open water.

They survived the dangerous storms in canvas tents and slept in leather sleeping bags. The heat from their bodies melted the ice under them and they were always wet. It details how they launched their boats and rowed to Elephant Island where 22 men spent 135 days surviving the harsh conditions, while Shackleton and five men sailed a 22 foot boat 800 miles through heavy seas, to South Georgia Island to organize a rescue party. All 28 men survived. This is all leading up to the fact that Minnie and I are among the lucky few to visit Elephant Island. We also have bragging rights for crossing the Antarctic Circle at S 66° 33.6769 - W 68°25.9895.

Our adventure started in Chile where we boarded a ship for a three week cruise. We headed south to Punta Arenas and continued on to Ushuaia, the southern-most city in the world. While in Ushuaia, I couldn't pass up the opportunity of taking a picture of the Chilean CG boats. We made several stops along the way to study wildlife and walk among thousands of penguins, and of course, took pictures. We then rounded Cape Horn and continued to Antarctica, where, the captain gave control of our ship over to an ice pilot who knew the waters and the locations of all dangerous icebergs we might encounter. He was able to steer us through the ice fields without damage to the ship. The pilot was very knowledgeable of the history, geology and weather of Antarctica and gave meaning to everything we saw. He provided slide shows and narration over the PA system.

Hundreds of pictures later we moved on to the Falkland Islands. We took a tour of the island and visited a rookery where we met thousands more penguins. We finished our cruise with stops in Buenos Aires, Montevideo, and Rio de Janeiro



We could hear the grinding of ice against the hull as we plowed ahead.



This was my favorite iceberg.

###



Future actors for the movie March of the Penguins.



Ships of the Chilean Coast Guard

GREAT EGG INLET UPDATE

It might be an update but it is not good news. Those of you who utilize Great Egg to get to and from the ocean know it deteriorated badly as this season went along. Ocean City officials concerned about the now hazardous waterway held a meeting with the two agencies responsible for maintaining it, the Army Corps of Engineers and the N. J. Department of Environmental Protection, and they told the city there are no plans currently to dredge the inlet. Thanks to SP Grady Owners Club member **Bill Reynolds** for getting this information for us. If we hear any more over the winter you will read about it here. Meanwhile, here is the opinion from people who should know: <http://www.dredgingtoday.com/2010/09/06/great-egg-harbor-bay-needs-dredging-usa-2/>
Printed with permission from Somers Point Marina newsletter.

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A BIT OF TRIVIA

In the appendix of the Auxiliary Manual there are 961 acronyms and 71 definitions. It's no wonder new members are confused.

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ADDITIONS TO YOUR NAUTICAL LIBRARY

With winter here and our boats up on blocks and shrink wrapped, we can only dream about the pride we have when we put on our ODU's and get behind the helm of our boats. There is no substitute for the exhilaration you get when being on the water.

When the snow starts to pile up, the next best thing to boating is to curl up with a good book and read about other peoples' exploits. Three books I have selected about the United States Coast Guard will have you sitting on the edge of your seat.

1. *“Rescue Warriors – The U.S. Coast Guard, America’s Forgotten Heroes”* by David Helvarg
2. *“So Others May Live”*, by Martha Laugardia-Kotite
3. *“Finest Hours”*, by Michael J. Tougias

These books are real page turners.



Speaking of books, **Dick Sorokin** brought his library of nautical books to the November meeting. It was an extensive collection with some books dating back 60 years. It was an interesting presentation.

NEW FROM GOOGLE EARTH

Google released the newest feature of Google Earth, called “Ocean in Google Earth”, which enables users to explore the world’s oceans online. World Wildlife Fund (WWF), the world’s largest multi-national conservation organization, provided Google with a wide-range of information about marine places, species, threats and conservation projects affecting the world’s oceans, which will be featured on the new platform.

WWF has released the following statement in response to Google’s announcement from Bill Eichbaum, vice president for WWF’s marine program: “The world’s oceans face a grave and uncertain future. Bringing attention to critical marine places and the threats to them is essential to advancing our conservation work. Integrating information on WWF’s marine conservation projects into this innovative and unique exploration tool, ‘Ocean in Google Earth’ will provide a powerful method for teachers, students, scientists, conservationists and the general public to increase their knowledge about the planet’s oceans and potentially fuel efforts to protect them.” Watch the introductory video at http://www.youtube.com/watch?v=6ATw1f_qcEg.

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WHAT'S IN A NAME?

By Richard Sorokin

Most knots are named for their looks or their function. The square knot looks square. The figure 8 knot looks like an eight. The fishermen's knot is used by fishermen. What was confusing to me were knots with old names, but new uses. The bowline knot is a must for all mariners. It is a loop that doesn't change its size. It's great for life saving and many other uses. But where did it get its name? The answer is in its name. Its original use was on a bow string. A loop at both ends of the string attaching it to the bow. The name tells all. Another knot name that always bothered me was the Sheet Bend. An old knot with a new use again. Today the sheet bend is taught as the knot to use when tying two lines of different diameter together. Where did the term sheet bend come from? All you have to do is really look at the name; Sheet Bend. The old salts called their sails "sheets". Such as main sheet, jib sheet etc. So the knot had to do with the sails. Then the second word hit me, bend. Bend the sail. Attach a rope to the sail. If you try to put a rope through the corner of a sail it will rip right out. Today we reinforce the corner and use grommets to thread the lines and spread out the forces. In the old days they bent the corner of the sheet and put the line through the bend and completed the sheet bend knot. It spreads the load and holds the sheet. The name actually tells the tale if you can see it.

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FEDERAL VESSEL REGISTRATION

By Charles Wilkins FSO-VE

Vessel examiners are occasionally presented with an opportunity to examine a documented boat. Essentially, documentation is a federal form of boat registration currently under the auspices of the United States Coast Guard. This was not always the case, however.

A painstakingly, detailed summary of the evolution of federal boat registration can be found at <http://www.archives.gov/genealogy/maritime/vessel-documents.html>. In the interest of consolidation and brevity, however, some important and interesting facts have been abstracted.

In 1660, during the reign of King Charles II, the English Navigation Laws took effect. The purpose of the Laws ostensibly was to allow identification of the national origin of vessels. Practically, however, the net effect was to protect Great Britain from foreign vessels and in so doing, minimize competition in trade and provide a rationale for taxation.

Our own colonies continued the tradition in America. After the Revolutionary War, much of the substance of the English Navigation Laws was continued independently by a few of our newly-formed states. There was no single, uniform national mandate as there is today. The U.S. Constitution changed that. Boat documentation came under the jurisdiction of our federal government in 1789. Our First Congress imposed a tax on vessels depending on their tonnage. This remains pretty much the basis for our current requirements. The term "tonnage" for purposes of documentation refers more to capacity than it does to weight.

Shortly thereafter, registration and regulation of coast-wise trade came about. At that time, however, only vessels built in America qualified for registration. This, in effect, put the brakes on

foreign competition. This situation persisted until 1912 when foreign-built vessels were finally allowed to participate in our national registry system.

The Secretary of the Treasury became the first administrator of the documentation system, but the Treasury Department quickly delegated its activities to customs officials. In 1866, A Bureau of Statistics was created within the Treasury Department. This bureau assumed much of the responsibilities as we know them today. In the spirit of governmental expansion, the Bureau of Navigation was created in 1884. This bureau remained within the Treasury Department but was unique in that it had its own commissioner.

Responsibility for attending to navigation laws in general fell under the jurisdiction of the Department of Commerce in 1913. Multiple agencies shared responsibilities thereafter until 1942 when the U.S. Coast Guard took over the formalities of vessel documentation.

Today, documentation is flourishing and many businesses have prospered just by helping vessel owners do the necessary investigation and paperwork. Most vessels over 25 feet would qualify for documentation today. There is a myth that boat documentation could lead to its procurement in times of national emergency. Not true. Actually, all vessels are vulnerable in times of emergency. The biggest advantage lies in the fact that the documented boat is provided an Abstract of Title which provides a history of prior ownership and liens. This Abstract of Title is relied upon by most lenders because their interests are protected by a “First Preferred Ship Mortgage.”

When traveling to foreign areas, it’s said that documentation may provide the basis for assistance from a U.S. Consulate in a foreign country if necessary. Some people have referred to documentation as a “passport” for vessels. Therefore, if you are a U.S. citizen and financing a large, expensive vessel and/or traveling to a foreign port, documentation makes sense.

Overall, the difficulties involved in getting a boat documented by the Coast Guard have decreased with the passage of time. For the vast majority of recreational boaters, however, the process is unnecessary.

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DON'T FORGET TO CHECK OUR FLOTILLA WEB SITE. IT IS UPDATED WITH NEW PICTURES AND INFORMATION.

Flotilla website: www.uscgaux-ocnj.org



47' MLB at the Atlantic City Air Show.

Photo by Art Zack

AWARDS

Ken Wilde FC presented awards to five of our members at the November meeting.



Walt Alsegg FSO-OP received the Auxiliary's annual service performance award for service in operations and operational support during the year 2010



Linda Robinson –received the membership service award for five years of dedicated service.

Absent- **John Bodin**—received the Auxiliary annual service performance award for service in excess of 60 vessel exams.

Art Zack-behind the camera- received the Auxiliary annual service performance award for service in excess of 60 vessel Exams.



Joseph Skutlin AFSO-PS received the Coast Guard sustained Auxiliary service award for service in excess of 6170 cumulative hours over the past two years

DON'T FORGET TO CHECK THE FLOTILLA WEB SITE.



Evans Robinson received the membership service award for five years of dedicated service.



Bob Babezki VFC received a bronze star for passing the second phase of the AUXOP course.
Photos by Art Zack

CHANGE OF WATCH

The term “change of watch” dates back to the origins of the Navy and Coast Guard, and was later adopted by the Auxiliary when it was founded. It is probably responsible for much of the success of the organization because it allows for a change in leadership at regular intervals. New leaders bring new ideas and vitality to an organization.

Flotilla 81 had its Change of Watch on December 9, 2010 at the Crab Trap in Somers Point. It was attended by 36 members and guests of our flotilla and three members of The United States Coast Guard. The keynote speaker was **LT Jeffrey L. Craig**, commanding officer of the U.S. Coast Guard Station, Atlantic City. He discussed the important job the Auxiliary plays in their support of the Coast Guard. He specifically mentioned the great job some of our members are doing in helo operations, the air show, “Night in Venice” and various fireworks shows. He singled out Walt Alsegg for the great job he has done in planning the operations we participate in. In closing, he thanked us for all our efforts assisting the Coast Guard and promoting safe boating to the public which includes vessel exams.

The other members of the Coast Guard who attended were **Sean McGargal OTO** (operations training officer) and Chief **Boatswain’s Mate Ryan McKenna**.

Robert Babezki was sworn in by **Daniel Hartman**, Division Commander, to make the VFC after his name official. Eight other appointed officers were sworn into office. **James Earl** was recognized for becoming qualified as boat crew member of the US Coast Guard. The high point of the evening for **Charles Wilkins** was his being selected Auxiliarist of the Year. Well done, Charles.

The final two awards went to **John Ryan** and **Patricia Kearney** for 25 years of dedicated service to the Auxiliary.

CHANGE OF WATCH PHOTOS



Ken Wilde received a symbolic gavel from **Alan Wood** as he begins his second term as flotilla commander.



Bob Babezki was sworn in by **Daniel Hartman**, Division Commander, as he takes the oath of office of Vice Flotilla Commander.



James Earl qualified as a boat crew member of the United States Coast Guard and was presented with a certificate by **Lt, Jeffery Craig**, Commanding Officer of Coast Guard Station Atlantic City.



John F. Ryan and Patricia Kearney both received membership service awards for twenty five years of dedicated service as members of United States Coast Guard Auxiliary.



Charles Wilkins was selected Auxiliarist of the Year, an honor we could all aspire to.

A GOOD TIME WAS HAD BY ALL



It is impractical to list everyone at the tables, but in the 81 family, we all know who we are.

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***DIRECTIONS TO DOLCE VALLEY FORGE**

Take the Walt Whitman Bridge and continue onto the Schuylkill Expressway.

Follow the expressway (Route 76) for 23 miles and exit at 328B-A.

Take the ramp right for US-202 North/W. Dekalb Pike toward King of Prussia.

Arrive at 301 W. Dekalb pike in 1.5 miles, on the right

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(Continued from page one. N-Train)

The 2011 National Training Conference ([N-Train](#)) is scheduled for the week of January 23, 2011 in St. Louis, MO. [N-Train](#) will be held at a new hotel location. The site will be the Sheraton Westport Lakeside Chalet. Just click on [N-Train](#) to access the website for this event and view the public schedule as well as hotel information for making reservations. Deadline for hotel reservations is Monday January 3, 2011

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PHOTO BY Art Zack