



U.S. Coast Guard Auxiliary

Flotilla 81

Ocean City, N.J.

**KENNETH WILDE, FC
ROBERT BABEZKI, VFC**

JULY 2011

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Flotilla website: www.uscgaux-ocnj.org

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CALENDAR OF EVENTS

Thursday, July 14th, Flotilla 81 Meeting at 1900
St. Peters Methodist Church 8th and Central, Ocean City NJ
Saturday, July 16th, Night in Venice
Thursday, August 11th, Picnic at the Log Cabin, Margate, NJ at 1800
Tuesday, Aug 16th, AC Air Show Rehearsal
Wednesday, Aug 17th, AC Air Show
Thursday, September 8th, Flotilla Meeting at 1900
St. Peters Methodist Church, 8th and Central, Ocean City NJ

FROM THE BRIDGE

COMMANDERS COMMENTS



As we begin the 2011 boating season, we are busy with VE's and patrols. I want to encourage all to continue this important work. I want to encourage those who haven't been on a patrol, to go on one to see the important role the Auxiliary plays in boating safety. I would also like coxswains and boat owners to invite trainees aboard. Don't wait for an invitation. Let it be known you want to go on a patrol.

Shortly we will work with the Coast Guard and others in "Night in Venice" and "The Atlantic City Air Show". These are big events and require a lot of members to pitch in and help.

I wish you all a happy and safe boating season.

Ken Wilde
Commander, Flotilla 81 (5NR)

VICE COMMANDERS COMMENTS



Fellow Members

Summer is here and our Auxiliary activities are in full swing. We have been performing Vessel Safety Exams since May. We have had many Public Affairs events and Public Education classes over the last three months. At this time of year our efforts tend to shift over to the operations side of the house.

While the patrols are one of the more enjoyable tasks that we perform in the Auxiliary, let us not forget that we must continue our work of promoting safe boating. We need to continue to go out and meet with the public and share our knowledge and experience with our fellow boaters. If we do our jobs well, we will grow the respect of the people in our community for the Coast Guard Auxiliary and what we stand for. This is a lofty goal that each of us should strive to achieve.

Bob Babezki, VFC Flotilla 81

A NOTE FROM THE EDITOR

By Art Zack

When I look at the numbers, I am very proud to be a member of the Coast Guard Auxiliary. In the last ten years, members of the Auxiliary have saved over 31,000 lives and gave assistance to more than 91,000 boaters in distress. They prevented the property loss of over \$437 million and educated more than 1.6 million boaters through boating safety courses. All this was accomplished by volunteering more than 36 million hours of their time.

Wow, these are big numbers, but they are composed of little numbers taken from our 7012, 7029, 7030, and 7038 forms; so get your forms in every month. We are proud of our accomplishments and it is OK to stand up and be counted.

Information provided by THE HELMSMAN -**M. Halperin FSO-PB 13-3**

OPERATIONS

Walt Alsegg FSO-OP

This spring we began a crew training class with five of our members attending, combined with flotilla 8-4 and 8-5. We had active duty from Station Atlantic City doing the bulk of the instruction, which exposed our trainees to the type of training the Coast Guard goes through.

Now the trainees are joining us for regular safety patrols so they can get a sense of what goes on while on the water. We held a swim, night patrol and towing exercises to complete their training. After two regular patrols they will be ready to go before a QE and complete their qualification, hopefully soon! (see photos below)

Coxswains are reminded that when requesting orders they specify the area they will be operating in as this is now part of the orders. Our primary area is **#3- ICW 233 to ICW 309 including the rivers**. Also, make sure that returned orders include receipts and completed BMR showing GAR score for the mission.



L to R-Walt Alsegg, Linda Jones(8-4) Mary Grant, Charles Wilkins, Nick Sedberry Greg Kelchner, and Ray Mateer.



No boat leaves the dock without a little paperwork first. They are using the GAR Model in risk assessment. The crew will also get a tour of the facility to learn the features of the vessel and the location of lines, fenders, anchor, first aid kit, etc.



As the sun sets, candidates for crew prepare their boat for night maneuvers.



Once on the water, the candidates were mentored by experienced Coxswains and were allowed to get the feel of handling tow lines.

The facilities used in the practice operation belonged to **Walt Alsegg** and **Dave Latta**.

A bird trying to get a better view of the operation.



MEMBER TRAINING



Flotilla 8-1 has many talented members and we are very fortunate to have **VFC Bob Babezki** as a leader and teacher. He is an expert in computer science and is happy to share his knowledge with us. At the April 14th meeting, he presented an excellent program on computer security. He defined hacking, phishing, identity theft, infections, and spam. With limited time to speak, he was still able to give us helpful information to keep our own computers secure.

BOATING SEASON IS FINALLY HERE

It has been a long cold winter but boating season is finally here. There are so many little details to get your boat ready, that some important things may be missed. It is a good idea to print out an Offer for Use Form 7003 even if your boat is not a facility and check off all the important items. This way you can be sure that your boat is properly equipped. An often overlooked item is the accuracy of your charts. I am including a page from LOCAL NOTICE TO MARINERS to assist you in finding it on the web. It shows the type of information that is published each week. It shows changes to aids to navigation and hazards.

LOCAL NOTICE TO MARINERS

Coastal Waters from Shrewsbury River, New Jersey to Little River, South Carolina

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at <http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=5>

If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (DPW)

431 Crawford Street, Portsmouth, Virginia 23704

Telephone (Day) : (757) 398-6486/6552

NAVIGATIONAL INTERNET SITES

Fifth Coast Guard District Prevention Division BLOGSPOT

<http://midatlantic.coastguard.dodlive.mil/>

2011 Light List/ Summary of Corrections.

<http://www.navcen.uscg.gov/index.php?pageName=lightListCorrections>

Bridges Public Notice Website.

<http://www.navcen.uscg.gov/?pageName=pnBridges>

NOAA Chart Corrections and Chart Viewer

<http://www.nauticalcharts.noaa.gov>

NOAA Chart Corrections applicable to any particular NOAA chart:

<http://ocsddata.ncd.noaa.gov/nm/resultList.asp?Chart=> (apply specific chart number i.e. Chart 11548)

Coast Pilot Corrections

<http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm> D5 LNM on Internet/Archived Back Issues for 2011

<http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=5>

Tides on Line

<http://www.tidesonline.nos.noaa.gov/>

Tides, Currents, PORTS <http://www.tidesandcurrents.noaa.gov/>

The chart that covers our area is #12318

Maneuvering

By Richard Keast

Owning or operating a boat has certain operator requirements, to assure safe maneuvering of boat in close quarters. I write this as a boat owner (and 6 boats previous). This is particularly true if you have a narrow slip accessible from a fairly narrow channel, as I do. My slip is located on a lagoon of some 28+- ft. in width and slip is approx. 11 ft. wide. In general, when taking the boat out, as on patrol, I generally maneuver the boat out of the slip and into the main channel, where crew members take over control. Should an incident occur requiring maneuvering close to another vessel, for any reason requiring alongside position, I again maneuver the boat.

My reasoning has always been –It's my boat and I am going to maneuver it under such conditions, also experience has indicated the average crew is a non-boat owner and despite training sessions, never gets to learn how to handle boat well enough to do safe maneuvering. In general there are four types of vessels. Twin screw, single screw in-board with shaft thru hull with external rudder, inboard w/ outdrive, (wherein the drive projects thru hull and is rotated from steering position) and outboard.

In all maneuvering discussions it is always assumed operation at low throttle; slightly above idle, as there is no purpose in higher throttle values. Increasing engine speed may in some instances be necessary, but should only be done by an experienced operator.

The twin screw vessel is the simplest to control. Rudders are kept amidships and turning the vessel is accomplished by going forward on one engine and reverse on other. Obviously, both forward when going ahead, or reverse when movement desired in reverse.

Single screw and outboard are most difficult to maneuver, and are very similar. To maneuver such a vessel, the rudder (or out drive/outboard) is placed hard over in direction you wish to turn. i.e., if turning to port, rudder/drive is positioned to port side, etc.), then engine placed in gear, causing wash to turn vessel to port.

In most patrol instances the crew, other than owner/operator only gets to handle the boat as on routine patrol, underway at slow speed. This results in crew members getting very little experience in actual maneuvering. It is suggested that during patrol times when not much activity, a buoy be selected in an out of traffic area and the crew members maneuver the vessel so as to get close to the buoy as possible. Learning maneuvering is not a onetime thing but is something the crewman should do a number of times until he feels confident to do so in confined area such as a slip.

ADDITION TO YOUR NAUTICAL LIBRARY

As a member of the Auxiliary, you can subscribe to SOUNDINGS at a discount. It is a monthly magazine which covers many interesting and timely topics about boating and related subjects. You can subscribe by going to shop auxiliary and follow the link to Soundings.

OPERATION PADDLE SMART

The Coast Guard and Coast Guard Auxiliary have teamed up to launch “Operation Paddle Smart”, a campaign that provides free water-proof stickers for labeling owner identification and contact information to small, paddle craft vessels. It is aimed to benefit the entire U.S. maritime community.



With the increase of kayakers and paddlecraft enthusiasts getting out on the water, the number of vessels found adrift without its pilot have also increased. Unlike larger recreational or commercial vessels which share in the fortunate benefit of hull registration numbers and a vessel name that allow for the owner to be identified, kayaks and other forms of paddlecraft, characteristically do not have identifying features that allow for the owner to be

contacted. As a result the Coast Guard spends hundreds of thousands of dollars each year engaged in search and rescue operations for cases where there was nobody in danger to begin with.

To read the full article on Operation Paddle Smart by 13th Coast Guard District Public Affairs Petty Officer **Nathan W. Bradshaw**, please see:

<http://d13publicaffairs.com/go/doc/21/518007/Feature-Release-Operation-Paddle-Smart> The source of this article is The NAVIGATOR EXPRESS an official publication of the U.S. Coast Guard Auxiliary.

CREW SCHOOL AT STATION ATLANTIC CITY

By Nick Sedberry

The Crew class was a fun and knowledgeable experience. The class was mainly hands-on learning and we all got to express our opinions on certain subjects. I have such a larger knowledge of the sea now, we learned very valuable skills such as knot tying, chart plotting, and boat safety. The best part of the crew class was working beside the men and women of the United States Coast Guard. I really felt welcomed and at home while attending class at Station Atlantic City. I am excited to go on patrol with my new crewmates and serve my community this upcoming summer

Walt Alsegg FSO-OP was one of our instructors and the picture below shows him discussing the proper use of flares.





After the demonstration, I practiced what I learned.



We also practiced the proper use of a life line

Photos by Charlie Wilkins

GETTING FOUND AT SEA

How prepared are you if you are forced to abandon ship out in the water? Do you have an adequate ditch bag? How are rescuers going to find you? Vincent Pica describes what should be in the ditch bag and also discusses what other preparations should be made prior to going out on the water. Learn how to stay alive in the water while awaiting rescue.

Also discussed are EPIRBs (Emergency Position Indicating Radio Beacon) and how they have become more accessible to boaters. This article applies to boaters out at sea as well as those in inland waters. Author **Vincent Pica II** is Chief of Staff, First District, Southern Region (D1SR) United States Coast Guard Auxiliary and a USCG Auxiliary Coxswain with 7 annual Auxiliary Operations "O" Service Awards. He has been a life-long mariner with over 50 years of experience. He is also a USCG licensed Master with a 100 ton/200 nautical mile rating, along with a Radar Observer endorsement.

This article can be found online via: <http://www.dailyboater.com/2011/04/getting-found-at-sea.html#more> The source of this article is The NAVIGATOR EXPRESS



**THE NATIONAL COMMODORE
OF THE UNITED STATES COAST GUARD AUXILIARY**

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20 May 2011

Fellow Auxiliarists:

The Coast Guard has asked the Auxiliary to help with a "major 'safety of life' issue" affecting recreational boating, and we need your help.

Here's the problem. Many boaters bought Digital Selective Calling (DSC) radios thinking they could just push the red "Distress" button on the front to call for help in an emergency.

However, most boaters with DSC radios haven't connected them to their GPS and haven't registered the radios to get a Maritime Mobile Service Identity (MMSI) number. The emergency "Distress" call won't work correctly if that hasn't been done.

Although the great technology of these radios can take the search out of search and rescue, it does boaters little good if it's not been implemented correctly. We need you to help reach out to the boating public and ask them to Get Connected for Rescue.

For recreational boaters, there are three important steps to follow.

1. Register the radio to obtain an MMSI number. (It's free and can be done online.)
2. Enter that number into the radio. (The DSC radio distress alert features will not work without the MMSI number programmed into the radio.)
3. Connect the DSC radio to the GPS. (They may need the help of a qualified technician.)

If boaters take those three steps, help will come quickly when they push the red "Distress" button. If they don't take those three steps, it's likely that help will be delayed.

Here's what we can do:

Vessel Examiners and Surface Operations Crews - When performing a VSC, or when you interact with boaters on the water, ask the boat owner if they have a DSC radio. If they don't yet, suggest that they consider one. If they do have a DSC radio, ask them if they have an MMSI number and if the radio is connected to the GPS. If the answer to either of those is "no", please explain why it would be in their best interests to complete those steps. Remind them that it could save their life.

★ *Dependability*

★ *Integrity*

★ *Diversity*

AUXILIARY VHF RADIO COMMUNICATIONS

By JIM EARLE FSO-CM

Proper radio procedures- a refresher:

Practice and use proper voice techniques:

- Speak clearly and slowly
- Avoid extremes of pitch
- Be natural
- Use standard pronunciations
- Keep 2” distance from MIC
- Watch noise from surrounding area
- Keep messages brief and to the point
- Don’t press-to-talk until ready to talk
- Don’t engage mouth until brain is in gear

Use proper Pro-Words:

- OVER End of transmission (reply expected)
- OUT End of transmission (no reply expected)
- ROGER Received message
- WILCO Received message and will comply
- MESSAGE Get ready to write
- WAIT I must pause a few seconds
- WAIT OUT I must pause longer

Before “OVER” or “OUT” is sent you can use:

- Correction-Then make corrections
- Disregard this transmission

Always begin each transmission with the intended recipient’s identifier, followed by your identifier.

CALL

“Coast Guard Station Atlantic City...Coast Guard Station Atlantic City...this is ..Coast Guard Auxiliary Vessel 225644 ...Auxiliary Vessel 26544”. Always end each transmission with either OVER or OUT depending on whether you expect a response or the transmission is ended.

FIRE PREVENTION

Charles Wilkins, FSO-VE – Flotilla 053-08-01

The Vessel Safety Check provides an opportunity to confront one of the most serious problems that a boater can experience – fire on a vessel. The need for fire extinguishers that are well-maintained is well documented. The requirements for closed compartment ventilation are set forth in the Vessel Safety Check Manual and as a matter of law, all newer vessels for the most part are compliant.

We are all probably familiar with the sound of an automobile backfire. We also may have experienced the phenomenon of an automobile engine continuing to run after the ignition has been turned off. Both of these occurrences usually present only a transient annoyance from the motorist's standpoint. When they occur, however, in the closed engine compartment of a vessel, the results can be disastrous.

An often overlooked engine compartment component is the back-flame arrestor. To many casual boaters, the engine compartment is a mysterious place and often does not get the attention that it deserves. To identify the presence of the arrestor is not sufficient in itself to fulfill the requirements of the Vessel Safety Check. It is true that the arrestor must be Coast Guard approved – just like PFD's, VSD's, and MSD's. A homemade device may indicate noble intentions on the boater's part, however, it does not meet the requirements of the Vessel Safety Check.

For many years, the presence of a back flame arrestor has been required on all vessels with gasoline engines (except outboards). A vessel examiner can do his part by checking a boater's familiarity with his arrestor. Ask him to identify its location in the engine compartment. It usually is prominent in location and easily accessible. Does the boater know the purpose for its presence? Is it tightly secured and clean? Specific care of the back flame arrestor is often overlooked – even in the service department of some marinas.

Remember, the outbreak of fire is a serious situation. When it occurs in a vessel underway, the expense of the event is insignificant when compared to the serious injuries and fatalities that may result. Prevention is the answer.

Our VSC Season Has Begun

by
Robert Babezki

Here in New Jersey, our recreational boating season typically starts on Memorial Day weekend. That's when our Vessel Examiners normally get to work performing Vessel Safety Exams. However, this year, Flotilla 81 got a jump start on our VSC's. All Seasons Marina in Marmora, across from Ocean City at the 34th Street Bridge, requested that we be present for their season opening day festivities on Saturday, April 30th.

FSO-VE **Charlie Wilkins** arranged for four Vessel Examiners to be on hand from 9:00 thru 12:00 Noon at the marina. Assisting Charlie were FSO-PA **Terri Pierce**, VE **Gloria Grumbine** and VFC **Bob Babezki**. While there were not many boats in the water that early in the season, those whose boats were afloat were most appreciative of the opportunity to get their vessel examined. The marina operators appreciated the support of Flotilla 81 in getting the 2011 boating season off to a good start.

Flotilla 81 returned to All Seasons Marina on Saturday, June 4th as part of the flotilla's National Safe Boating Week activities.



Charles Wilkins FSO-VE, Gloria Grumbine, and Terri Pierce FSO-PA on the job at All Seasons Marina doing vessel exams.

Our VE program is in full swing

On Saturday 4 June, 08-01 held its second Boating Safety Week event at All-Seasons Marina in Ocean City. They were very busy. **Bob Babezki, Art Zack, Dick Sorokin, Terri, Pierce and Charlie Wilkins** were present. On the following day, Sunday 5 June, Our members did Blue Water Marina - although not as busy as All-Seasons, they still wound up doing more exams there than were done the year before. **Dave Latta, Dick Sorokin, Ed Henne and Charlie Wilkins** participated.



Here is the backbone of our VE program from L to R : **Dave Latta, Charlie Wilkins FSO VE, Ed Henne, Gloria Grumbine, Bob Babezki VFC, and Terri Pierce FSO-PA.** Missing from the photo are **Dick Sorokin AFSO-MT, and Art Zack FSO-PB** behind the camera. When **Charlie Wilkins**, our FSO-VE, puts out a call for help, you can be sure that these members will answer the call.



OUR VE's IN ACTION

Bayfest
by
Robert Babezki

On April 30th, the City of Somers Point celebrated the beginning of the summer season with its annual Bayfest. This street party takes place on Bay Avenue in Somers Point, which is closed off to vehicle traffic. Vendors set-up booths to display their wares. The energy of the festival makes one feel as if they are on the Boardwalk in Ocean City. There were bands playing, food vendors selling all kinds of treats and hundreds of people enjoying the day's activities.

Flotilla 81 participates in Bayfest every year. The flotilla's activities are coordinated by our **Terri Pierce FSO-PA**. Terri arranges for a tent to be set-up, members of our flotilla to man the booth and for all the flyers and brochures to be available to be distributed to the public. Members of FL-81 rotated shifts in the booth, normally taking a 4-hour shift.

The goals of the Auxiliary participation in this event are many. First, we are the most recognizable public face of the Coast Guard. We show that we care about our community. It gives us a chance to share "face-time" with the public. We provide a source of public information about boating safety programs, updates to boating laws and a place to ask questions about the Coast Guard in general.

Sometimes the visitors to our booth are surprising. One visitor was a World War II veteran who was awarded a Bronze Star, two Silver Stars and two Purple Hearts for his service to our country. He was present on Omaha Beach on D-Day. He told me that the opening scene of the movie "Saving Private Ryan" was very realistic and depicted Omaha beach as he remembered it on that fateful day. Other visitors to our booth included several members of the active duty Coast Guard station in Atlantic City and at Station Great Egg. Also, DIRUX, Commander **Terry Johns**, visited our booth and requested a VE on his personal boat. His wife also signed up for our ABS class.



Manning the booth were **Terri Pierce FSO-PA** and **Ruth Keck FSO-MS**.

GPS Class

By
Robert Babezki

On Saturday, April 30th, Flotilla 81 held its first Public Education course on GPS. The class was taught by **FC Ken Wilde**. In order to assure that there would be sufficient people attending the class to make the class worthwhile; the class was opened to members of the Auxiliary as well as to the public. The class drew 13 attendees.

FC Wilde took the class through the theory of how GPS works. He has developed a unique visual aid to make clear how the technology works, by using beach balls to represent the earth and marking on the balls to indicate how the GPS signals reach the earth from space. The use of this visual aid greatly helps in simplifying this complex technology for easier understanding.

FC Wilde had suggested the attendees bring their handheld GPS units with them to the class. He then conducted a field exercise where the class took GPS readings around the block and loaded them into the GPS unit as waymarks. Then, back in the classroom, he taught the class how to convert those readings into a route and how to save that route for future use.

Many of us have used GPS strictly in terms of obtaining the latitude and longitude of our current position. This class expanded on that knowledge and taught us how to use the technology as a tool to plan where we want to go and how to correlate that route onto a nautical chart.



FC Ken Wilde discusses the principles of GPS.



MORE MEMBER TRAINING

FC Ken Wilde has been a very busy member. Besides all his duties as Flotilla Commander, he finds time to teach. At the May 12th meeting he presented a program which reviewed all the important landmarks in our AOR. He distributed charts which illustrated the locations of bridges, ramps, and hazards. The charts can assist our facilities in locating and assisting distressed boaters as soon as possible, and arrive on the scene safely.



STILL MORE MEMBER TRAINING

Our flotilla is very lucky to have so many good instructors. At the May 12th meeting, **Marilyn Hughes** FSO-MI presented a mandatory TCT review course. She presented a scenario and flotilla members divided into small groups and discussed everything that went right and wrong. We also reviewed the surface and operations risk calculation worksheet calculating risk using the GAR model. The photo shows Marilyn and Ken reviewing the course.



WELCOME NEW MEMBERS

At the May 12th flotilla meeting **Ray Mateer** (left) and **Greg Kelchner** (right) were sworn in as members. They received certificates to certify that they have both met the requirements of the regulations governing the membership of the United States Coast Guard Auxiliary and have been enrolled as members.

AWARDS



Ken Wilde FC presented **Allen Wood** with The Auxiliary Annual Service Performance Award for service in excess of 60 vessel examinations and/or program visits during the year 2010.



Ken Wilde FC presented **Marilyn Hughes FSO-PE** with The Auxiliary Annual Service Performance Award for service in public education hours during the year 2010.



Walt Alsegg FSO-OP accepted an award from the New Jersey State Police, The award presented by **Bob Babezki VFC** recognizes Flotilla 8-1 for their outstanding performance in operations on the water.



You would think that **Bob Babezki VFC** had enough to do as VFC, a teacher, webmaster and many other jobs no one even knows about. He found time to satisfactorily complete all requirements and is designated a Communications Specialist. He also received a certificate of training and has completed all requirements in the Public Affairs Officers Course (Aux-12)



Rescue swimmer at Coast Guard Station Atlantic City Open House.

Photo by Art Zack

