



U.S. Coast Guard Auxiliary

Flotilla 81

Ocean City, N.J.

SPRING 2013

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In This Issue

Calendar of Event

From the Bridge

What is a Pelorus

Operations

Vessel Safety Check

Marine Science

History of National Safe Boating Week

Atlantic City Boat Show After Action Report

Article by Dick Keast

A Pelorus

Calendar of Events

April 10: Div. Meeting, Flotilla 83, Wildwood

April 11: Flotilla 81 Meeting, St. Peter's UMC

April 27: ABS Class, St. Pete's UMC

April 27: Somers Point Bay Fest

May 8: Division Meeting, Flotilla 84, Absecon Island

May 9: Flotilla 81 Meeting, St. Peter's UMC

May 11: 8 Hours TCT, TRACEN Cape May

May 18: ABS Class, St. Peter's UMC

May 18: GPS Class, St. Peter's UMC

May 18: VE Day at Harbor Cove Marina

May 25 and 26: NATIONAL SAFE BOATING WEEK

June 1: ABS Class, St. Peter's UMC

June 1: VE Day at Ocean Heights Marina

June 12: Division Meeting, Flotilla 83, Brigantine

June 13: Flotilla 81 Meeting, St. Peter's UMC

June 22: ABS Class, St. Peter's UMC

July 10: Division Meeting, Flotilla 86, Lower Township

July 10, Division Meeting, Flotilla

July 11: Flotilla 81 Meeting, St. Peter's UMC

August 3: ABS Class, St. Peter's UMC

August 14: Division Meeting, Flotilla 81, Ocean City

August 15: Flotilla Picnic, Log Cabin, Margate



COMMANDERS COMMENTS

We are very close to the opening of the 2013 boating season. There is a new Order Management System, new ideas for our National Safe Boating Week activities, and have been posting some of our activities on social media. Walter Alsegg has been working with our coxswains and facility owners to get them up to speed on the new system and our RBS team (Charlie Wilkins, Terri Pierce, Gloria Grumbein, Walter Alsegg and Marilyn Hughes), headed by our VFC David Wilson, have been working on the NSBW activities. We are planning, depending upon approval from the City of Ocean City, to put a fully outfitted Auxiliary patrol facility on the boardwalk by the Music Pier along with a table with safe boating materials. David has also been working on getting participation of the city's Fire and Police Department. It sounds like we have some great plans.

As for new members, Ed Henne has been working with several new members. We will be welcoming a new member, Michael David-Wilson who is transferring from a Flotilla in North Carolina.

New this year will be more cooperation with the newly re-instated Ocean City Police Marine Division. We will be flying the flag with them and hopefully, doing some training with them. Members of that unit will be taking our Boating Safety class to make sure they know the rules and regulations.

Member Training has been interesting and we will continue to bring you, the members, interesting training so that you can enhance your boating pleasure and knowledge.

Here's to a safe and happy 2013 boating season.



VICE COMMANDER'S COMMENTS

As a child, my parents owned and operated a rather large summer guest home in Wildwood. The early spring was always an exciting time around our house, because of the annual preparations for receiving the summer guests. My Dad had a favorite expression associated with that time of the year. "It's good to see the wheel starting to turn again." He would say.

That summed it up for me, for after a long winter of keeping warm, indoor activities, school and such, the "turning of the wheel" meant summer activities were beginning again. For me, that included boating on Grassy Sound, and the excitement of the Boardwalk. It also meant fixing up, painting, cleaning and getting ready for our new and returning guests.

Well, here in the spring of 2013, "the wheel is starting to turn again", and the bays and surrounding waters will become alive with all types of aquatic activity.

As we prepare to perform our summer responsibilities as members the Coast Guard Auxiliary, let us all remember our obligation to set the example, look sharp, provide education and render support, as required., for the thousands of excited and sometimes uninformed summer recreation boaters we will shortly encounter.

I look forward to serving with you for a safe and successful 2013 summer boating season.

AWARDS



Gloria Grumbein: 5 Year Service Award



Walt Alsegg: Operations Service Award 2012

Operations- Walt Alsegg FSO-OPS

There is a new paperless order entry system in effect this year. The old POMS (Payment Order Management System) has been replaced. The major features of the new system include direct entry of request for patrols by the coxswain on line, completion of orders on line and combining the 7030 AUXDATA input automatically. This will result in faster payments, faster entry of our mission hours into AUXDATA and eliminating the need to print, copy, and mail completed orders. (No more Blue ink!) Training in the new system will be available at the spring conference, additionally, I will hold local "hands on" sessions so that all coxswains are familiar with system before our patrol season begins on May 15.

Station GE in Ocean City had damage from Hurricane Sandy with app 2 ft of water. We lost some of our P/A items along with other things, most of which were obsolete anyhow. The station has a lot of mold issues, some building up over the years. A contractor has been hired and the Coast Guard is hopeful of getting things operational by the time the season begins.

Station Atlantic City's Executive Petty Officer, Chief Ryan McKenna Is back to boot camp. He is training to be a company commander at TRACEN in Cape May, starting this summer when his tour in Atlantic City is complete.

Our newest member, Jim Ryon, is actively engaged in the current crew class, and has volunteered to become a watch stander at Station Atlantic City- Great way to get involved in Auxiliary missions right away!

Vessel Safety Check - Charles Wilkins, FSO-VE

At the beginning of the 2013 VE season, Flotilla 08-01 has 10 examiners in good standing who are ready to respond to requests for vessel exams. These examiners are Bob Babezki, Walt Alsegg, H.A. Wood, Dick Sorokin, Harry Norcross, Art Zack, Terri Pierce, Gloria Grumbein, Ed Henne, and myself.

The rationale for our activities lies in the recreational boating safety statistics that are published yearly. The statistics for 2012 are not out yet, but a review of the numbers from the prior year is available. There were 758 deaths and over 3000 injuries. In addition there was over 50 million dollars in property damage. 70% of all fatalities were secondary to drowning and of these, 84% were not wearing a life vest. 80% of victims were in boats less than 21 feet in length. Our interaction with the individual boater is important. Only 11% of deaths occurred on vessels where the operator had boating safety instruction.

During the upcoming season, there will be multiple scheduled VE events and our examiners will participate in Safe Boating Week activities as well. Our presence will be felt at Somerset Cove Marina, Ocean Heights Marina, Larsen's Marina, All Seasons Marina, Sea view Harbor Marina,

Blue Water Marina, Whale Creek Marina, Smith's Marina, Harbor Cove Marina, and River Beach Campground and Resort. Individual requests will likely be generated by our Boating Safety classes and as before, the Safety Seal website will forward vessel check requests to the appropriate individuals. The examiners of 08-01 are prepared to respond to the demands of the 2013 boating season.

Article by Ruth Keck, FSO MS

It's April 1st-----boaters are preparing for the 2013 season. Some boaters are excited for the season to start; others are still worried of what lies beneath our waterways. Can't blame them!! It's been 5 months since Hurricane Sandy wreaked havoc with our coastline.

Our shoreline has changed!! Those wonderful fishing spots may not be there this year due to Sandy. Redistribution of sand, silt and clay most likely filled in areas that were deep and opened-up areas that use to be shallow. Our navigational channels are not the same anymore. The United States Coast Guard have to maintain the red and green channel markers, signals, and buoys for the 2013 season.

I had spoken to my old professor about this----his name is Dr. Stewart Farrell from Richard Stockton College of New Jersey. He reminded me that things are not meant to be forever-----that includes our shoreline, and the effects to our barrier islands. Dr. Farrell also reminded me about what tidal waters can do-----our marshes flooded 5 feet----water volume was at least 3 times the normal, and anywhere from 5-8 times greater the normal tidal exchange!!

All I can say is-----boaters be alert when out in the back bays, and channels. Have a great boating season, and GO GET THOSE FISH!!!!!!!

A Condensed History of National Safe Boating Week - Bill Griswold, CG AUX and former Chair, NSBC

Taken from *'The Modern History of Recreational Boating Safety'* published and with permission of the National Safe Boating Council (www.safeboatingcouncil.org).

It all began with Steve Sadowski, a Coast Guard Auxiliarists in Amesbury, MA, who persuaded the town to issue a proclamation on Auxiliary Day, in June 1949. Three years later, he helped organize a CME (Courtesy Marine Examination, now termed Vessel Safety Check) weekend which led to the idea of a Safe Boating Week. This then pulled in governors from Maine, New Hampshire, Massachusetts and Rhode Island. Auxiliarists in Hawaii broke new ground in 1956 by enlisting a local entertainer, "Lucky" Luck to promote CME's and Safe Boating Week. Luck appeared on the television show, "Hawaii Five-O", which opened the door for celebrities to give the week a boost. In 1957, Auxiliary leadership launched the first nationwide observance during the week of June 30 – July 6.

The Coast Guard then prepared a formal resolution to establish National Safe Boating Week (NSBW) and convened a committee from industry, yachting groups, the Auxiliary and the United

States Power Squadrons (USPS) to promote the resolution. Representative Charles Chamberlain, MI, sponsored a bill which passed on June 4, 1958. The Senate insisted on dates covering July 4th, and the NSBW was kicked off with a publicity bang by President Eisenhower's White House.

The Federal Safe Boating Act of 1958 became law just months later, and the National Safe Boating Week Committee (later to become the National Safe Boating Council – NSBC) was formed. Since the Coast Guard had no funds for the observance, Guy Hughes, Outboard Club of America, provided kits, posters and rounded up other organizations, such as the Girl & Boy Scouts, American Red Cross, National Safety Council, American Yachtsmen Association, and the National Association of Marine Dealers, which got the Campaign underway.

In the 1960's fiberglass power boats became affordable and water skiing became popular. The American Water Ski Association joined NSBW to buffer the sport's tarnished image, to repair apparent damage and to ward off government regulation. In 1964 the Coast Guard established a Boating Safety Division at their Headquarters and authorized their districts to follow suit. In that year the National Association of State Boating Law Administrators (NASBLA) established a Boating Safety Education Committee and signed on to the NSBW.

The Federal Safe Boating Act of 1971 transformed the boating landscape and introduced funding for the states among other notable changes. That Act made arrangements between many organizations possible and organized enforcement activity under the Coast Guard, providing order and energy to this rapidly expanding activity.

The 1971 Act also spurred organizations to join; and due to Federal funding limitations, turned to the non-profit National Safe Boating Week Committee to become the national focus. Meetings in early 1972 with all the major boating organizations reached a unanimous conclusion to turn the Committee into a National Safe Boating Committee, incorporate in Washington, DC, and make the mission year round, rather than linked to a single week. This was accomplished in 1973, and in 1974 it became the NSBC, Inc. Part of its charter was to prepare promotional materials and unite the various organizations.

The Bicentennial celebration in 1976 gave NSBC a huge opportunity with the Tall Ships – OPSAIL to kick off radio and television programs, safety exhibits, search and rescue demonstrations, parades, open houses, posters, milk cartons and give-aways promoting boating safety.

NSBC responded and also in 1976 inaugurated the annual Boating Education Seminar, and moved NSBW to early June, in that many boats were already in the water by July 4. The week migrated to early June by 1981. Some urged an earlier date and the National Boating Safety Advisory Council (NBSAC) joined the cause persuading the Coast Guard in 1993 to designate the first full week before Memorial Day in May as NSBW. NSBC kept the focus on a year round effort using the NSBW as the kick-off signature event.

The passage of Wallop-Breaux in 1984 provided a steadier source of funding for State recreational boating engagement, as well as a non-profit grant program. 1987 brought Popeye to the Campaign and in 1998 "Coastie", the robotic boat, joined in Auxiliary efforts. NSBC introduced "Sidekicks" in 2000, a series of booklets, CD's and a web site to engage children.

In 1997, NSBC and the National Water Safety Congress (NWSC) combined their respective annual conferences and joined in hosting an annual International Boating and Water Safety Summit (IBWSS), which is held in the spring and introduces the Campaign, among other safety presentations. In 2000, Canada adjusted their campaign to coincide with the U. S. venture, elevating the National Safe Boating Campaign to the North American Campaign, with activities coinciding in Washington, DC and Ottawa. This has led to a much closer cooperation between the various boating organizations on both sides of the border.

In 2003 NSBC, in its capacity as coordinator of the Campaign, boiled down numerous catchy and amusing slogans to a blunt command – WEAR IT. The message was as plain as the statistics connecting life jacket wear to survival in accidents. 2001 fatal accidents showed that 80% of those who died had not been wearing a life jacket, and two thirds of all fatal accidents involved a sudden capsizing or fall overboard, merely having a life jacket on board was little help. This issue has been in the headlines for some time now, with various organizations supporting or opposing mandatory wear. Most states now have laws directed at children of various ages, and a Federal regulation has been enacted.

NSBW will continue to generate interest, provide materials, and energize volunteers and safety personnel to spread the message. All 50 States have adopted the Wear It theme in some capacity, tailoring it to their particular state. NSBC continues to provide leadership and impetus to the Campaign, by hiring a public relations specialist whose full time job is to run the Campaign. Web sites and the Internet have provided new openings, as the transmission of the safety message evolves. The site now posts events anywhere in the country with a simple process of entering the event or seeking one in a particular area. Active participation by volunteer units and people is essential to the success of the Campaign, and all are urged to provide feedback to NSBC regarding their successful event.

NSBC, with over 330 member organizations, continues to lead the Campaign and fulfill its mission of providing information and materials for others to promote their own boating safety event. Visit their website at www.SafeBoatingCampaign.com for more information. The book, “The Modern History of Recreational Boating Safety” is available at:

http://www.safeboatingcouncil.org/files/pdf/products/Modern_History_Book_Order_Form_2011.pdf

ATLANTIC CITY INDOOR BOAT SHOW AFTER ACTION REPORT

Robert N. Babezki, DSO-PA, D5NR

The 5th Northern District of the Coast Guard Auxiliary participated in the 2013 Atlantic City Indoor Boat Show, held from February 6th thru the 10th at the Atlantic City Convention Center. The Auxiliary’s participation in this event was hosted by Division 8, Cape May and Atlantic Counties. For the third straight year, Division 8 has invited other local Auxiliary Divisions to participate in the boat show. This year’s event included participation from 5 additional Divisions, representing all the Divisions in the Eastern Area and the Philadelphia Division 2.

All told, 68 individual Auxiliarists participated in the actual show booth. The booth that the Auxiliary manned consisted of a 50’ x 10’ booth that was donated to the Auxiliary by the National Marine Manufacturers Association (NMMA), producers of the event. According to NMMA, the

total attendance over the 5 day run of the show was 32,175. Observations lead us to believe that the floor space of this year's show was larger than the last two years. The majority of boats displayed were under 26' in length.

The Auxiliary received outstanding levels of logistical support from Coast Guard Small Boat Station Atlantic City, NJ. The Station provided a meeting place for the three planning meeting that were held to coordinate the member's activities. Each participating unit was invited to send representatives to the planning meetings. Also, Station Atlantic City designated an Active Duty member to attend the planning meetings and act as a liaison between the Stations and the Auxiliary planning group. An additional 5 members participated in these meetings that did not participate in booth duty at the show. It is reasonable to conclude that conducting the planning meetings at Station Atlantic City made the event more inclusive for all aspects of the Coast Guard and Auxiliary.

Station Atlantic City provided a 25' Defender class RB-S on a trailer to the Auxiliary's activities at the show. The station brought the boat into the show on set-up up day and returned at the end of the show to retrieve the boat. At all times, the Auxiliary was present to participate with the Active Duty in the positioning of the Station's boat into the Auxiliary's booth at the show. In addition, the station assigned active duty members to the booth when their staffing levels allowed. Also, the Coast Guard Recruiting office in Northfield, NJ participated in the booth by having some of their staff spend time along-side the Auxiliarists in the booth.

Station Atlantic City also provided logistical support to those members manning the booth by allowing the members to park their personal vehicles on base and the Station further provided a shuttle service from the Station to the Convention Center. This provided free, secure parking for the Auxiliarists who were manning the booth. The Station also stored overnight the two computer systems that the Auxiliary used in the booth. The Auxiliary provided a daily roster of members who would be attending the show to the Communications Center at the Station so the Communications Center would know how many Auxiliarists would need transportation. Table 1, below, details the breakout of the number of Auxiliarists per Division, per day at the Boat Show.

Table 1: 5NR Member Participation in the Atlantic City Boat Show

Member Unit	Wed 2/6	Thu 2/7	Fri 2/8	Sat 2/9	Sun 2/10	Totals
Division 2	1	3	1	0 *	0	5
Division 3	2	1	1	1	1	6
Division 7	3	2	1	4	1	11
Division 8	7	6	10	2	5	30
Division 13	2	3	2	1	2	10
Division 16	0	3	1	2	0	6
Total	15	18	16	10	9	68

* Care has been taken to not double count members who participated on more than one day.

Experience from previous shows indicates one management problem is that of accounting for all the time an Auxiliary member donates to the actual booth time in the show and reporting that information back to the Auxiliary. This year, a new process was developed to collect this information. Each day, the Booth Captain, who is the Auxiliaries in charge of the booth operations for a given day, hands out a pre-formatted 7030 form to each Auxiliarist as they complete their time in the booth. At the end of the day, these individual 7030 reports are compared against the roster of members participating in the booth to ensure completeness of the data collected. These 7030 reports are then sorted by Division, scanned and transmitted to the individual Division SO-IS officers for input into AUXDATA. This gives the Auxiliary the capability of collecting 100% of the volunteered hours for the show. A total of 466 hours have been recorded in Public Affairs time for this event, as shown in Table 2, below.

Table 2: 5NR Member Hours in the Atlantic City Boat Show

Hours	Wed 2/6	Thu 2/7	Fri 2/8	Sat 2/9	Sun 2/10	Totals
Division 2	9	9	11	6	0	35
Division 3	8	4	11	32	16	71
Division 7	10	12	10	40	16	88
Division 8	30	42	60	16	35	183
Division 13	8	16	12	4	10	50
Division 16	0	13	11	15	0	39
Total	65	96	115	113	77	466

The Auxiliary attempted to use technology wherever possible at this show. The practice of recording on paper the names of the public who are interested in services offered by the Auxiliary was discarded in favor of electronically collecting this information into a computer database. Three years ago, the Boat Show Committee developed a custom MS-Access database to collect in one place all the necessary information regarding the interests of the public attending the show and visiting our booth. Since the attending public comes from a large geographic area and many boaters have summer homes distant from their full time residence, the program allows information to be collected as to where the service is to be requested, either at the person's residence or the place where they boat, which may be distant from their residence.

This year, approximately 80 leads were collected using this method. The leads broke out into three categories; interest in taking a boating safety class (47), people interested in joining the Auxiliary (18) and people requesting a Vessel Safety Examination (12), with a few people requesting more than one service. All leads have been sent to the respective D5NR DSO Officers (PE, HR & VE) for follow-up. The detail collected in the database allows the Auxiliary to direct the lead to the specific unit best suited to meet the needs of the person requesting the service.

This year, in response to the impact on the D5NR of SuperStorm Sandy, the District developed a one page flyer detailing the risks to boaters resulting from the effects of the storm. Also included in this flyer were websites that would give current information on the navigational guides in the affected areas and the phone number of Sector Delaware Bay to report any debris found in the waterways. 300 of these flyers were printed and all were given out at the show. More flyers could have been distributed if they were available.

For the second time, D5NR was joined by an outside partner. Mr. Ray Fusco is a video producer who has produced a very informative video about small craft operating safely in New York Harbor. This project was funded jointly by the Port Authority of NY/NJ, New Jersey Transit and the U.S. Coast Guard. Mr. Fusco funded the electrical service for the booth and participated in the booth activities by playing his video and handing out information to the public about boating in harbor areas.

In accordance with the Auxiliary's focus on Paddlecraft safety, for the first time we were able to incorporate an Auxiliary Paddlecraft facility into the booth. By having this aid available to us, we were able to engage the public in conversations about Paddlecraft safety with a greater degree of authority than ever before. It is important to be able to bring this focus on Paddlecraft safety to all of our public information booths in the future. In addition, on Saturday and Sunday, the Auxiliary offered several "Suddenly in Command" presentations to groups.

The soliciting of feedback from the participants in the booth over the 5-day span of the show indicates that all members felt that the show was an outstanding success. It was universally noted of the need to focus more on children, having more coloring books, crayons, whistles and other giveaways on hand. By engaging the children, it allows the parents to also be engaged. Allowing the children to go up into the 25' RB-S while the parents stayed on the ground gave the Auxiliary another chance to engage the parents in conversation relating to boating safety.



Mixed Active Duty – Auxiliary Booth Crew



Auxiliarists with Oscar in a PCO Facility



Booth Crew Showing "Wear IT"



Public Visits the 25' RB-S



Friday's Booth Crew



Auxiliarists Interacting with the Public

All Photos Courtesy of the Coast Guard Auxiliary

SO YOU WANT TO SELL YOUR BOAT! by Dick Keast

Over a year ago, since I was approaching age of 90 and also had balance problems, decided my time of boating had come to an end. Therefore I put boat into storage in boat yard. (Thompson's Marine and Engine) with instructions to sell. The boat yard advised me that due to the economy, people weren't buying boats because a) Cost of boats and b) Cost of fuel to operate.

I also put add on Internet. The boat yard never got any leads. My Internet add got 15 leads only 2 of whom came to see boat. The rest thought about it and eventually decided they really didn't want the boat after all things were considered. So what to do- pay storage on boat forever? One Gentleman made a ridiculously low offer which I refused however he indicated he was a member of " Point Pleasant First aid Underwater Search and Rescue Squad," a nonprofit diving and rescue org. established in 1928. We talked about donating the boat to that organization and so I did donate the boat to them.

So on Sept 25, PPFAUS and R Squad brought their trailer to boat yard, the yard "Travelift" picked up boat and placed on their trailer. They took boat to Pt. Pleasant where they are working on it to prepare for water.

I am attaching 3 pictures- 1-boats in yard, 2-Travelift with boat in slings, placing on trailer. 3- boat on trailer ready to go.



BRIDGE (MARCH Meeting)



BRIDGE (MAY Meeting)



The PELORUS

It has occurred to me that some members, in particular, those newer to boating may not know what a “pylorus “is or how it was used. If not, prepare yourselves for a little discussion on the matter.

As you all should know the US Government, in form of NOAA (National Oceanic and Atmospheric Administration) has for years issued charts (Maps of sea to land lubbers) There are thousands of such charts, issued to guide boaters on the waterways. In our area there is # 12316, inland (Inter-coastal Waterway) and off shore, #12318.

Each of the off shore charts (12318), includes on the chart important land marks which allow boaters to get their position with reasonable accuracy.

In Ocean City for example. are shown the cupola of Flanders Hotel and five water tanks. With advent of GPS (Global Positioning System), boaters for about \$135.00 can have a hand held GPS which at any minute gives position in Latitude and Longitude, as well as speed over the ground and true heading. It will also tell required course from position “A” to Position “B”. Many boaters have a more complex, bigger and more expensive “chart plotter” which shows a chart of the area with a boat symbol at the position your boat is, as well as other info. shown on hand held version.

How much simpler can it get?? In spite of this, many small boaters don’t carry a GPS, regrettably don’t even carry charts.

A “pelorus “consists of a compass card (0 to 360 degrees) with a sighting device. See picture.

