



Division Commander (DCDR) William E. Holmes

Editor - Howard Friedman auxhf@yahoo.com

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## OCT. DIVISION MTG. CANCELLED

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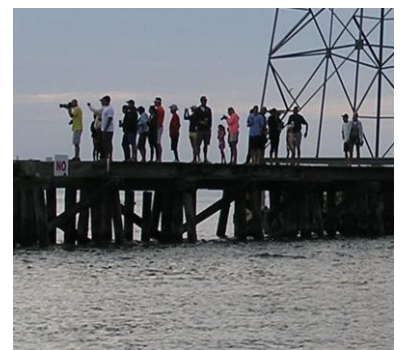
Patrol Boredom? - Pg. 13



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**MORE ARTICLES,  
“LSNEDOOW” - new  
“NAUTICAL  
NUGGETS”,  
& MORE!**

- Pg. 20 to 28

# DIVISION 8 STAFF - 2013

## Flotilla Commanders

Marilyn F. Hughes, Flotilla 8-1 (Ocean City)  
Francis A. Verrichia, Flotilla 8-2 (Cape May)  
William R. Hartley, Flotilla 8-3 (Wildwood)  
Thomas B. Klein, Flotilla 8-4 (Absecon Island)  
Cristen M. Gleason, Flotilla 8-5 (Brigantine)  
James W. Kight, Flotilla 8-6 (Lower Township)

## Division Staff Officers

VCDR (Chief of Staff) - Richard Weiss (8-2)  
SO-CM (Communications) - Stan Friedman (8-5)  
SO-CS (Communication Services) - Bob Babezki (8-1)  
SO-DV (Diversity) - Irene Mead (8-2)  
SO-FN (Finance) - Dan Hartman (8-2)  
SO-HR (Human Resources) - Tom Klein (8-4)  
SO-IS (Information Services) - Dan Hartman (8-2)  
SO-IS (Information Services) – Mike Colondrillo (8-4)  
SO-MA (Materials) - Jean Stretch (8-5)  
SO-MS (Marine Safety) - John Tredinnick (8-2)  
SO-MT (Member Training) - Ken Wilde (8-1)  
SO-NS (Navigation Systems) - John Gallagher (8-2)  
SO-OP (Operations - South) - Bruce Long (8-2)  
SO-OP (Operations - North) – Walt Alsegg (8-1)  
SO-PA (Public Affairs) - Joe Skutlin (8-1)  
SO-PB (Publications) - Howard Friedman (8-3)  
SO-PE (Public Education) – Marilyn Hughes (8-1)  
SO-PV (Program Visitor) – Allen Davis (8-3)  
SO-SR (Secretary Recorder) – Fran Krajewski (8-3)  
SO-VE (Vessel Examiner) – Bill Hartley (8-3)  
IPDCDR (Immediate Past Division Commander) - Joseph Giannattasio (8-2)

## Candidates For The Election Of The 2014 Division 8 Bridge

For Division Commander (DCDR) – DCDR William E. Holmes (8-3)

For Vice Division Commander (VCDR) – VCDR Richard C. Weiss (8-2)

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### From The Fo'c's'l (*folk-sel*):

For that “Point One Percent (0.1%) of the time”, are you ready?

Like it or not, when the general public sees us in full uniform or even merely wearing an Auxiliary baseball cap, regardless of the fact we are identified as USCG AUXILIARY, to most folks WE ARE the Coast Guard.

We enjoy the celebrity of wearing the uniform, but we know that ninety nine point nine percent (99.9%) of the time we will never be called upon to perform the tasks for which we continually train – the prevention of the loss of life and/or property out on the water. Because of that large chance of us never being called to action, some of us do not take the required training seriously. A few question why we even spend the time doing it.

Fortunately for a swimmer and her kayaker caught in “The Rips”, the area where the Delaware Bay meets the Atlantic Ocean, three Auxiliarists, Fran Krajewski (8-3), Jim McCarty (8-6), and Lilli Palin (8-2) were ready for that “Point One Percent of the time.”

On the following pages are descriptions of the entire event and of that situation, including three points of view from those on the scene - an Auxiliarist, a rescued swimmer, and her accompanying kayaker.

Looking forward to an “offseason” with lots of learning/training opportunities.

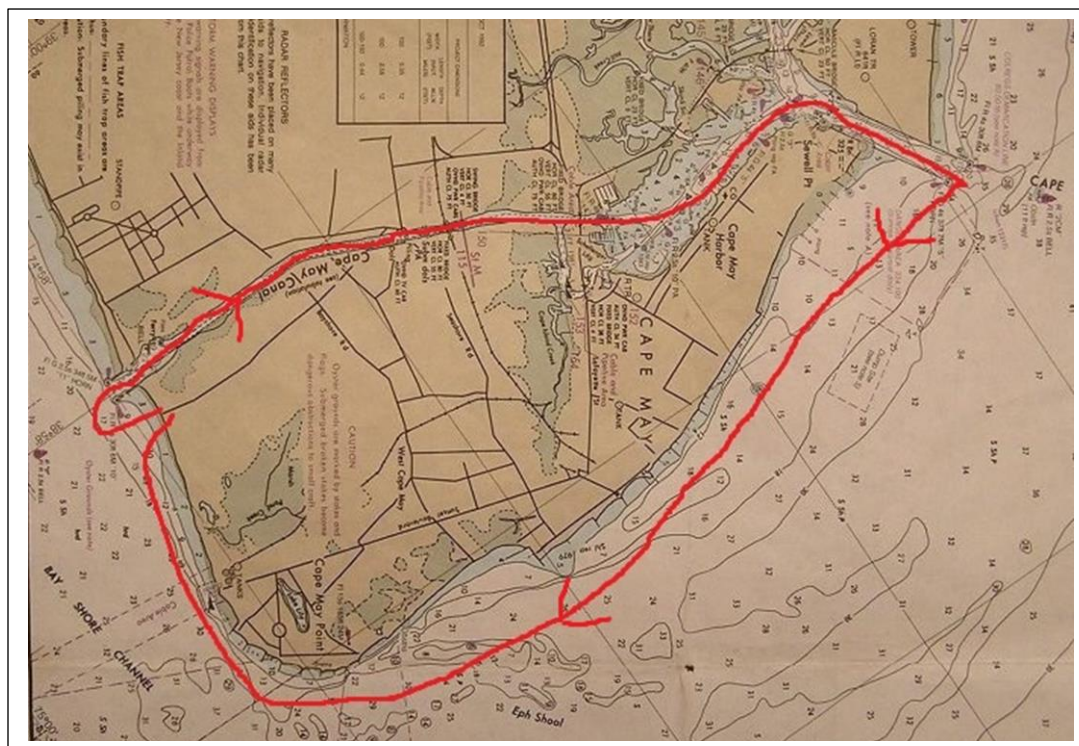
*Howard Friedman, SO-PB*

# Cape Circumnavigation Challenge (C3) - Saturday morning, Sept. 14, 2013

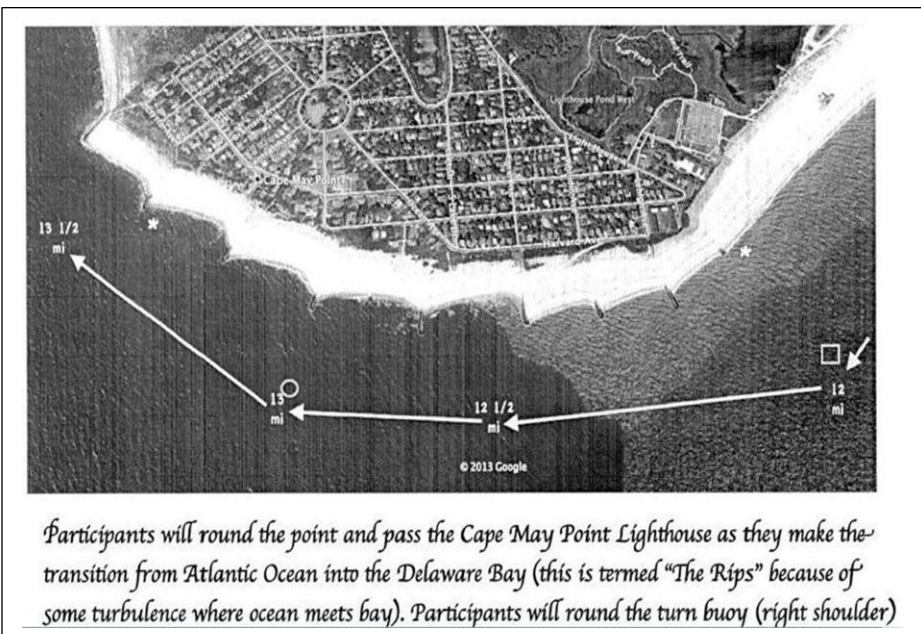
Under the watchful eyes of a 25' USCG Response Boat, eight Operational Facilities of the USCG Auxiliary, and two Swim Officials boats, 20 swimmers and personal kayakers took to the waters of Delaware Bay off of Higbee Beach for a 15.1 mile swim around Cape May, NJ. (see NOAA chart and Google photo below).

Along their way, they passed by the Cape May-Lewes Ferry Terminal, navigated through two long rock jetty inlets and sections of the IntraCoastal Waterway, dealt with the open waters of the Atlantic Ocean and Delaware Bay, and traversed a sometimes treacherous area known as "The Rips".

On the following pages are the accounts of the event from three points of view.



**MILES 12 thru 13.5**  
**ATLANTIC OCEAN -**  
**DELAWARE BAY/**  
**"THE RIPS"**



## ON THE SCENE C3 SWIM REPORT by Jim McCarty (8-6)

(Ed. note: condensed and edited for space considerations)

Crew: Jim, coxswain qualified (8-6), and Lilli Palin (8-2) a registered nurse with 3 years crew experience.  
Facility: 21 foot center console, owned and coxswained by Fran Krajewski (8-3)

Upon arrival near Cape May Inlet, we took a position near the end of the swimmers. Very soon after, we were visually contacted by a kayaker about his swimmer being in trouble in the inlet. We approached & conducted the classic Man Overboard (MOB) drill, taking a 60 year old man out of the water who was having medical problems (history of bleeding ulcers). Covering him with a blanket, we transported him to Harbor View Marina across Cape May Harbor from USCG Station Cape May.

We returned to the mouth of the inlet & had a kayaker motion us over & he told us there was an orange kayak & swimmer that looked to be in trouble about a mile towards the beach. We approached and they claimed they were OK. Half an hour or so later, we noticed that that the escort kayaker we had checked with was lagging 50 yards or so behind his swimmer (should have been within 50 feet). We returned & he told us he had cramps in his upper torso. His swimmer did not see this & had continued to put more distance between them until the distance was closer to 100 yards. We took the kayak in tow & caught up to his swimmer & stayed with them until he recovered. We kept a close eye on them & then caught up with another straggler (these were the final 3 swimmers in the race). We stayed between both swimmers & their escorts for a while. As we approached the Rips, near the Cape May Lighthouse, the winds picked up and the Rips (dangerous area) were getting pretty bad. We stayed on our side of the Rips (the Cape May city side) with the 3 final swimmers. Then we heard a radio call that a swimmer on the other side of the Rips (west of us) was missing. His kayaker lost him somehow & he had been missing some 10 minutes.

We talked about whether we should leave our swimmers, go through the rips & do a SAR to help locate the missing swimmer...we talked it over some more & decided that we needed to stay with our swimmers (who were clearly not the best swimmers, in last place) & the ailing kayaker...and let the 25' do the expanding square pattern. We felt our swimmers were in more need at that time given the poor sea state & deteriorating conditions they faced & we also faced. A SAR was declared & a 25' responded...he came up to us & we directed him to the other side of the Rips near the convent St. Mary's. I think this was a solid & prudent decision by Fran. We all felt torn, but we all quickly decided what was best. There was no time to re-do the GAR because too much was going on at once, but clearly we all recognized that the Environmental Conditions on the GAR plus Crew Fatigue (one save & one assist within an hour) was a controlling factor...as well as our knowing that the 25 footer was now on scene for the missing swimmer.

Now, we see a recreational kayaker, not connected to the race, enter the Rips to surf them & he promptly flipped & was unable to right the boat (he was free of it though). We also were advised by race "Official 1" in their boat that he had lost all his comms (they had the white boat). Anyway, we made an attempt to penetrate the Rips in Fran's 20 foot center console, but we not only lost sight of the kayaker in the water, the 4-5 foot seas & swirling current was too much for us & Fran made a good decision to do a 180 & get back out. It was VERY dicey in there. We got turned abeam to the waves during the 180 turn, a wave caught us broadside, but all went well as we high-tailed it. The CG then declared the Rips as off limits to everyone so that confirmed our decision was correct.

## ON THE SCENE C3 SWIM REPORT (cont'd)

Now, we had 2 kayakers wildly waving at us because their swimmers were in danger...luckily they had by now caught up to each other (within 75 yards of each other) & so we did our second MOB on the closest swimmer....then we got her blankets & sitting in the after deck as we proceeded to # 3. That kayaker was screaming at his swimmer who either could not hear due to the noise of the seas...or she ignored him, but she was entering the outer rips as if nothing was wrong. We approached (Fran did a great job in high seas & swirling currents & 20 k winds & I was in the bow area with the life ring & line. This swimmer was not very responsive to our commands & I had to yell at her to stop swimming. I have to admit that the following was embarrassing..... but since I had no hand hold & the boat was swinging violently up & down, and side to side...I fell backwards. Luckily, I landed on our stand-by throwable cushion & I bounced up quickly & tossed the ring. No harm done. The swimmer failed to swim for it & it drifted quickly away, so I quickly retrieved it & threw it again. This time she did swim to it & we retrieved her w/o further incident for our 3<sup>rd</sup> save of the day. We returned these two to Harbor View Marina.

### **Lessons learned:**

I am very proud of how this crew performed...it was trying, noisy, physically & mentally challenging mission...Coxswain Fran made all the right calls after discussing alternatives with Lilly & I. (Leadership, adaptability, decision making). He was a skilled boat handler under very difficult circumstances, especially in and near the rips as we did 2 MOB's under extreme stress. By the way, as you know...trying to get a person who is wearing only minimal swim wear, with gobs of grease slathered on their body...makes MOB evolution pretty interesting). Lilly was game & assisted me when she could get in to lift the 3 swimmers into the boat, circumstances were dicey b/c of the sea state & motion of the boat & swimmers. She also quickly assessed each swimmer for medical issues - great crew-person to have onboard.

We could have used a fourth crewmember on our boat as it turned out, although these were extremely unusual & rare circumstances to be sure. ...The 2 shifts deployment idea was a good one. We should think about having more boats detailed for the last half of this race for next year since swimmer fatigue & swimmer injury issues are more likely to occur later in the race rather than earlier. Deploying only 1- CG 25 footer for this mission was an error in my opinion; AUX personnel became virtually the only resource available to these swimmers & kayakers & that is a problem. We (the AUX boats) did extremely well yesterday, but it could have gone south on us at any time.

The initial GAR was properly done, but as conditions changed I can say we continued to make good decisions based on changing environment, fatigue, crew fitness, crew selection, and the changing mission complexity situation.- Adaptability (Lilly being an RN was a terrific advantage...she looked after all three rescues & also spoke to the cramped up kayaker) training & individual knowledge. We all knew that we should have done another GAR when things deteriorated...but we were already immersed in 2 rescues & an attempted rescue at the rips...with no CG help available so we adapted, used caution & got it done with no injuries or damage.

Final count: 3 saves, 1 attempted kayak save, & one assist to another kayaker. It was quite a day.

James M. McCarty  
Chief, Surface Operations Division  
National Response Directorate  
U.S.C.G.A.

A blog (4 pages) by one of the rescued swimmers – submitted by Bruce Long (8-2)

<http://coldswimmer.com/2013/09/on-the-way-to-cape-may-or-the-adventures-in-the-c3-swim.html>

## [Claudia Rose – coldwater swimmer](#)

### **On the Way to Cape May....or the adventures in the C3 swim.**

Posted on [September 17, 2013](#)

Last week I travelled to New Jersey and all the way to Cape May for a brand new open water swim put on by JC Malik. I was looking forward to meeting my online friends and seeing the beaches and light house. As a child I had gone there once or twice and once later in life and had some faint memories of it so I wanted to revisit it “for old times sake” and what better way than to swim around it. Recently I had seen the lighthouse in a lace curtain my mermaid swim partner has in her new kitchen.

So I signed up for the inaugural “C3 swim” even though it was going to be longer than I’ve done in some time and hotter than I am used to. It would also be a last event of an uncertain season. So when I got back from Alaska I rushed to get in some longer swims in the now warmer waters of La Jolla. Still as I arrived in New Jersey I was uncertain, I had missed a few last training swims due to various things and ended up in cooler water than I had hoped but this is always the way.

#### **The Background**

On Friday afternoon (Sept 13) I checked into the Grand Hotel, met Don who I had flown out to paddle for me and then a group of the swimmers for a little pre-race dip. After this we got to go on a whale watching boat (The Spirit of Cape May) to travel around the race course and see dolphins. All of us were happy to meet each other, a big group of swimmers and paddlers, nervous and quiet or chatty and confident. As we motored around the course we discussed landmarks and plans, near the end we came upon an area known as “the rips”. This is the confluence of the Delaware river basin waters it was a mildly chaotic area reminding me of tidal rips elsewhere with waves of @ 2feet in various directions. We thought it was perhaps 500 yards wide and although it was calmer close to the beach it really just looking “interesting” then we passed the grounded cement boat and it was not much farther to the finish line. We were told not to worry much about the rips with the forecast winds from the north “tomorrow” they would “lay down.”

After the tour it was a rush back to the hotel to try to eat and prep and sleep before a 4:30 am wake-up call. Unfortunately it was at this time I started to feel very sick, pounding headache, upset stomach etc. I managed to layout feeds etc and get all the gear together and then passed out. 4:30 came early, my head had stopped hurting but I had a bit of a fever. No matter, I got everything ready and we were off to Higbee Beach. There the usual chaos, kayaks and parking and getting ready in the dark but there was also a strong wind gusting, seemingly from the south. Don’s VHF radio gave a small craft advisory but the winds were to die down later.

## **The Start**

The start had all the confusion of a typical newer open water swim. The number tattoos wouldn't work right, numbers got swapped, and the first turn buoy kept drifting away in the wind.

Since we had to get past a ferry before 7:30 there was no way to delay so off we went. We were all happy to get in the water because it was much warmer than the air but also it was murky and choppy. As we came to the end of a very rocky jetty Don joined me. We made a sharp turn around the jetty and dropped into the canal. It was supposed to have a current pushing into it but at this time the current was pushing out, there seemed to be big chop and swell and suddenly Don yelled something and sprinted off. I put my head down and headed up the canal, remembering there was a dredge that we were to go left of, I veered into the channel past the dredge I turned back towards the side and a safety kayaker seeing me head up sighting started asking where my kayaker was. It turned out he had gone to rescue a swimmer being swept into the rocks, he put his pride and joy—a lynx inflatable kayak into those sharp rocks to save the swimmer from being slammed into them by a big wake. He then sprinted back to the safety kayaker and me and we resumed.

## **On The Way**

The first half of the canal swim was pretty, passing the ferry, various buildings etc. Soon we were under the bridges and the current was finally running in our direction and running fast. We soon came under the railroad bridge and sighted for the Coast Guard boat across the harbor. This was a very chaotic period with several boats bearing down on us and Don sometimes having to go around me to ward them off, there was a fair amount of chop and wind as well as wakes adding to the confusion. The heat was also getting to me and my legs were cramping. I made a deal with myself that I would make it out the canal and 2 feeds in the ocean and if I wasn't better by then I could stop. Past the harbor is a long jetty known as the Coastguard jetty. Long, long rocky area where we were to hug the rocks with the kayaker as a buffer. Several times here (as well as earlier) I hit the bottom, The canal was not as deep as the charts indicated!

As we were travelling down the jetty the kayakers were told they could not stop for feeds so it was long hot and thirsty! At last we rounded the jetty and turned into the sea. It felt like the sea gave a final push to get us out but we turned into—a boat turning sharply into the canal and a major headwind. Once the boat was avoided and our hearts stopped racing, we stopped for a feed and to try to spot some dolphins that were whistling a little way out.

We headed towards a water tower in Cape May proper and soon got close to the beach.

## **Some small troubles**

Apparently some kayaker got in trouble here and a safety boat approached us and stopped us to inquire. As it turned out, Don had spotted a halted team and directed them. We then proceeded to get closer to the beach. At this point Don told me he needed to stop for a moment and would catch up so on I went perhaps 100 yards offshore, seeing the umbrellas and kids playing in the water. My leg cramps were gone in the cooler water and other than the annoyance of chop constantly over my left arm, I felt great.



Twenty or so minutes later I started to wonder, where is Don? There is a rapidly increasing headwind is it so strong he can't catch me? Maybe he can't see me? I turned on my back. I could see him far behind slowly heading in my direction. I resumed swimming but still no Don, I switched to backstroke again my body clock said it had been nearly 40 minutes now. I saw the safety boat come near then veer off. They soon joined Don. I started swimming back towards them at this point. In another 10 minutes (of grudging swimming back along the course, now with the wind knowing I'd soon have to go against it again) we joined up. Don had gotten some bad cramps and had been unable to paddle strongly enough to overcome the distance and wind.

He was still not feeling all that well and I worried about him. I had him drink some of my electrolyte mix and he seemed to perk up but from time to time would sag and the wind was blowing and blowing building, white caps and chop.

We continued on for some time like this then the radio on the kayak woke up. When I stopped to feed I heard "missing swimmer" "bad conditions" "capsized kayaker." Next feed it was "scramble helicopter" "can't get to kayaks." There were squall lines forming in the water. I stopped and asked Don how he was as he wasn't looking great. He said he was trying to get a replacement "in case". I told him I would be happy to get to the lighthouse and get a picture if he could do that we could always call it a day, the safety equation didn't seem to be in our favor. He agreed we would evaluate at the light house. Now at last the current seemed to be pulling us along although still into a head wind (which made the chop steeper). The winds still building, clouds forming, we arrived at the light house quicker than expected. Don had me pose for some pictures for my mermaid friend.

### **The world falls apart**

I asked about the race situation - swimmer still missing, I could see the helicopter. Kayak's in trouble. Don said he could see some worse looking water ½ mile ahead. We thought that must be the rips. I asked him to call in and see what was happening and what the conditions were and if it wasn't good to ask where they'd like us to go. The answer was a confused scream about the rips, the Coast Guard boat swamping, can't get out, closed to recreational craft no swimmers to enter. We decided to head for the beach and wait to see what the problem was. Then someone called for a headcount. Don stopped and radioed where we were and that we were going to head in but it was too late.

I was swimming hard for the beach 100 yards or less off but I seemed to be going backwards. Suddenly Don turned towards me and screamed "over the nose into the kayak NOW!" I tried but my arms and legs were not cooperating after 13+ miles of swimming and cramping. I turned to see what was wrong and could not understand wild walls of 6-10 foot water crashing towards us and chaos of whitewater similar to the Kern River in flood. There seemed to be some dolphins riding waves away from the center. I turned back and said I can't get in, save yourself but what is it? Don said its bad, very bad. Sprint!!

At that moment one of our safety boats came barreling out of the chaos, the passengers screaming and gesturing to the beach. Don yelled, "Its bad, hold on for your life." I grabbed the nose as the first wall hit. We climbed up slammed down and the kayak started to breach. I let go and yelled "you're ok, you're ok, its fine" It sounded in my head like my mermaid friend telling her 2 year old not to cry and suddenly she was with me in those moments when the conditions turned bleak (Coronado). I ducked under the next wall and there was another, I saw Don miraculously still upright and suddenly the Coast Guard boat slammed through the wave just missing Don. He screamed "GET MY SWIMMER" and pushed off the side with his paddle. A life ring came sailing though the air and I heard "hold on with both arms we can't stop or come back" I held on and was pulled through the waves and wild water bouncing off my stomach like a "tube" ride.

After an eternity that was probably less than 10 minutes I was pulled to the side of the boat. I remember screaming as the prop off and I was yanked to the back and pulled over the transom. I heard “yes” then fell on the men lifting me with a loud crunch and immediately we were back in gear and fleeing. We then picked up another swimmer - Jia who was behind me and didn’t quite understand the problem but her paddler did and we headed all the way back into the channel to the Harbor View Marina where we waited for a long time to be picked up and were given drinks and sweatshirts by the owners who were very kind to these washed bits of jetsam.

When we finally got back to the beach and were reunited with our paddlers, Jia and I were very relieved (as was Don whose last view of me was as I was towed away clutching the life ring).

After the swim I asked those who were in the boats what really happened it was so strange as if the sea suddenly reared up into the sky and curled back to chase us. I was told indeed this is the case. All afternoon the wind had been blowing, the water was emptying out from the Delaware into the Atlantic as the tide changed the wind opposed it. For hours it was relatively well behaved just ridges and ripples, still a challenge for tired swimmers in the 12th or 13th mile but quite manageable. Suddenly the confluence went from large ripples and confused water to huge standing waves in every direction. They swamped the Coast Guard vessel. Nearby boaters reported they tripled in size in moments from what the earlier swimmers battled through to this amazing “avalanche”. The Coast Guard pilot is still amazed that the area suddenly grew so much in size and violence and confirms indeed the area expanded out in a moment but we were also pulled towards it. I just couldn’t understand it in the moment it reared up like that. I don’t know what would happen if I kept swimming through and the Coast Guard folks assured me it was a magical moment for them to crash through the wave right where I was because it was far too big for them to see us. They were just fleeing to prevent their own capsizing. The Marina operator told us when the winds come as they did that day this happens at certain tides and “the rips” eat boats. In part because the waves can stand over 10 feet high but bottom out into sand so an unwary boat will hit bottom then break up in the wave. They call them “green monsters.” I was also told that since Hurricane Sandy, the shoals and water behavior in the area have changed for the worse and become much more unpredictable.

So it was a great swim with a strange ending. It all worked out - all the lost were found and lived to tell the tale and dream of future swims. Perhaps someday we’ll tame the green monster! I imagine you could swim around there many times before getting that perfect storm of wind and tide!



“The owners of the Harbor View Marina went “above and beyond” by taking

the swimmers into the back room area, giving them (and us) hot coffee, and also giving both of them hoodies to wear (and keep)”. – Jim McCarty USCG Aux.



# COMMENTARY

Photos by Joe Giannattasio (8-2) and Don Dobson (8-2)

## A portrait In courage

### To the editor:

Thank you to the U.S. Coast Guard and Coast Guard Auxiliary for rescuing my swimmer during the most difficult part of the rip current and the C3 – Cape Circumnavigation Challenge swim event. Your rescue of my swimmer, Claudia Rose, was a portrait in courage and skill. I was kayaker 16, and my swimmer was swimmer 16.

While we had already called in that we were leaving the course due to sea conditions, we could not know what would happen to us next. We thought we were headed toward the beach lighthouse to exit the race course while we were actually being pulled up along the coast and backward in to the waters known as the rips. I knew we were in trouble when very suddenly the rip current went from being a half-mile, to a quarter-mile, and then less than a tenth of a mile away from us. It was at this point my swimmer and I noticed we were being separated by the wind and waves. Even with my kayak holding position my swimmer was unable to catch me swimming full out. I attempted to bring my swimmer aboard my two-person inflatable kayak but failed due to the mutual fatigue of myself and my swimmer. Then, the rips had us.

It seemed like all we could do was to have her (my swimmer) hold onto the nose of my kayak and to hope for the best. It was at this point when things looked the worst that your boat came to us on an intercept course and effected the rescue of my swimmer. When I saw you throw that life ring, I was relieved beyond words.

God Bless the USCG and the Cape May USCG Auxiliary.

P.S. Special credit should also go to Jason Malick and the race committee volunteers for an effective safety plan that when put into effect brought everyone safely together again.

**Don Rasky - Kayaker 16**



# C3 - Cape Circumnavigation Challenge – USCG Auxiliary Crews

Photos by Don Dobson (8-2)

- 1) Bruce Long (8-2), Mc Burney (8-2), Joe Gruff (8-2), Bob Fritz (4-9)
- 2) John Tredinnick (8-2), Tom Hynes (8-2), Joe Giannattasio (8-2)
- 3) Ralph Catanese (8-2), George Catanese (8-2), John Tice (8-2), Don Dobson (8-2)
- 4) Matt Copeland (8-2), Dave Sagers (8-2), Rick Watson (8-2)
- 5) Dan Hartman (8-2), Jim Kight (8-6), Fred Beyer (8-6) (Patrolled AM and PM shifts)
- 6) Fran Krajewski (8-3), Jim McCarty (8-6), Lilli Palin (8-2)
- 7) Chris Gloede (8-3), Bill Holmes, Vanessa Brown (8-3), Scott Supplee (8-3)
- 8) Bill Hartley (8-3), Allen Nordt (8-3)



AUXFAC 1



AUXFAC 2



AUXFAC 3



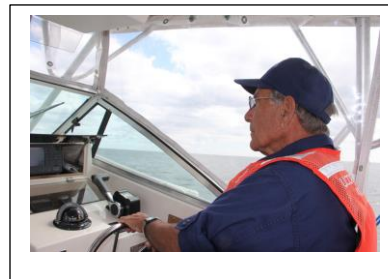
AUXFAC 4



AUXFAC 5



Tom Hynes (8-2)



Ralph Catanese (8-2)

## “MULTI Patrols” – Eliminating Boredom

Many of our patrols are focused on one goal. Common goals are - providing a safety screen for a boating or swimming event; training of existing or future crewmen or coxswains; doing a regular safety patrol. On these single goal patrols, boredom may become a possible deterrent to maintaining crew alertness. Mixing in an extra goal(s) often can spice up interest and relieve boredom. Two examples are (1) the running of search patterns and (2) the reporting of ATON discrepancies.

Admittedly, with relatively narrow channels and shallow wide bays making up most of our division’s inland waterways, practicing running search pattern legs of “realistic distances” is nearly impossible. But those same characteristics of our waterways have created the need for many ATONS and the new ATON Discrepancy Reporting Procedures have made notifying the proper authorities easier than ever.

One such multi-patrol took place on Ernie Phillips’ facility. Originally, it was to be just a safety patrol with Linda Jones (8-4) and me serving as crew. Joining us for the first hour was crew trainee Chris Mozitis (8-4). Chris needed to accomplish several on-the-water tasks to complete his crew training sign-offs.

After returning Chris back to Station Atlantic City and calling in our new POB and GAR numbers, we got underway again. Two hours on patrol found us near the same area in which we had reported several ATON discrepancies last season (2012). Checking them out, we were pleased to find that during the off-season the damaged sign board on Marker 163 had been replaced, the bird nests had been removed, and a new lighted buoy had been installed. Not surprisingly, there was also a new discrepancy to be reported.

What had begun as a one goal (safety) patrol had accomplished two further goals. Boredom was never an issue.



Cape May County Herald.com Thursday, August 15, 2013

## Coast Guard Auxiliary Unit Sponsors Joint Emergency Drill

### Flotilla 82 Sponsors Joint Emergency Drill

by Robert Babezki, FL-81 SO-CS

When an emergency situation arises within our community, the resources of all the local first-responding units deploy themselves to assist in the situation. However, to be ready to respond, these units must practice together to understand how each organization does its job in the context of the overall response. Joint training exercises are set-up to allow the local first-responders an opportunity to work together in a non-life threatening situation to develop the techniques necessary to work effectively together in the event of a real emergency.

To better respond to local emergencies on the water, units of the local Coast Guard Auxiliary, Coast Guard and the Town Bank Volunteer Fire Company came together for a joint training exercise on Saturday, August 10<sup>th</sup>. Auxiliarist John Tredinnick (FL-82) organized this joint training exercise using Federal Emergency Management Agency (FEMA) Incident Management techniques from the Department of Homeland Security. The three organizations coordinated the exercise to simulate a passenger boat on fire in Delaware Bay.

After all parties met for a pre-mission briefing by Tredinnick, the Auxiliary deployed an OPFAC from FI 83 (Wildwood) and two from FI 82 (Cape May). USCG Station Cape May provided a 45' patrol boat and the Town Bank Fire Rescue Company (TBF&R) provided a 40' fireboat and a two man jet-ski triage unit. On land, TBF&R positioned a paramedic vehicle near the scene to simulate the handling of victims.

At 8:30, all units proceeded to Delaware Bay. John Tredinnick's Auxiliary patrol facility acted as the "boat on fire." An orange smoke generator was activated to simulate smoke. A simulated emergency radio call was made to the Coast Guard reporting a boat on fire. Three rescue dummies ('Oscars') were placed in lifejackets and lowered into the water to simulate persons jumping off of the burning boat.

The Incident Commander (IC) was Bill Hartley, Commander of FI 83. Hartley, a retired Coast Guardsman, coordinated all the on-site activities of the responding units. The Town Bank Fire Rescue jet-ski triage unit pulled one 'Oscar' from the water while the Auxiliary patrol facilities recovered the other two 'Oscars' using USCG man-overboard procedures.

After the three recoveries, the TBF&R fireboat approached the smoke generator with its four water cannons pumping out 200 foot long jets of water. After it was determined that the fire was out, Auxiliary units provided a tow of the "damaged" boat safely to port. At each step in the process, IC Hartley was in radio contact with USCG Station Cape May, simulating the typical radio traffic a real emergency response would generate.

At the conclusion of the successful exercise, all units met at the "Shack" (FI. 8-2) for lunch and a debriefing.

# Joint Emergency Drill (cont'd)

Photos by Bob Babezki (8-1)

Photo AUXJoint1 caption: John Tredinnick facility crew, (l-r) Jim Kight (FL-86), Victoria Wells-Manlandro (FL-82), John Tredinnick (FL-82), Coxswain Bill Hartley (FL-83) and "Oscar."

Photo AUXJoint2 caption: Fran Krajewski facility crew, (l-r) Coxswain Fran Krajewski (FL-83), Bill Holmes (FL-83), Scott Supplee (FL-83) and James Knapp (FL-83).

Photo AUXJoint3 caption: Bruce Long facility crew, (l-r) Joe Gruff (FL-82), Bob Babezki (FL-81) and Coxswain Bruce Long (FL-82). Not shown, Rich Watson and Pete McBurney, both of FL-82.



TBF&R fireboat

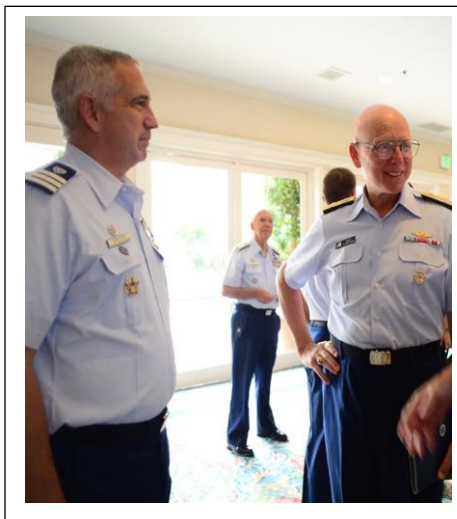


Town Bank Fire Rescue jet-ski triage unit rescued one 'Oscar'.

## Joe G. at 2013 National Conference (NACON)

Curious as to why he had brought elaborate new camera equipment to our August Division 8 Meeting, Joe Giannattasio (8-2), the editor of our 5NR District's *TopSide Magazine* and our Immediate Past Division 8 Commander, explained that he want to use the opportunity to get used to working with this new gear in preparation for his assignment as the Official Photographer of this year's NACON (San Diego, CA).

Research revealed that, in addition to winning seven national Auxiliary awards and having had three cover shots in the *NAVIGATOR*, Joe was also assigned to shoot photos at last year's 2012 NACON. While there, he was among those chosen to appear in the promotional video for this year's 2013 NACON. Gee, maybe I should buy a new camera.



<http://vimeo.com/54061518>

(Above left) Commandant of the USCG, Admiral Robert Papp, chats with Joe G. (left) and Bill Coby BA-ASPP (not pictured) before an interview at the 2013 NACON. Coast Guard photo by PA2 Annie Elis.

(Above center) NACON Photographer Joe Giannattasio "in action" during an interview session with Admiral Robert Papp (not pictured). Coast Guard Auxiliary photograph by Steven White BC-ASV.



## “Batting Leadoff” at the Wildwood Island Row

Having taken the early morning drive from Margate to Wildwood many times for this event, the drive felt routine. So what would make this day out on the water unique? The patrol was to help provide a safety screen for the lifeguard boat rowers in the 38<sup>th</sup> Annual Around the Island Row, hosted by the North Wildwood Beach Patrol. As the IntraCoastal Waterway (ICW) meandered along the bay section of the route, the shortest line for the rowers often meant switching sides of the ICW, sometimes even leaving the channel. Challenges to the rowers’ safety were speeding recreational boats and PWCs, large commercial fishing vessels, and party fishing boats. Two drawbridges and an abandoned swing bridge along the way were additional obstacles.

Expecting as always to be the “rear guard” in this 22 mile race, I was surprised when the Race Committee boat requested that we join them at the lead. Wow, what a difference this was! For the first time, I was able to watch the leaders battle it out for the front positions. But there was also more responsibility being up front. Instead of waiting for boats to approach us at the rear of the group, we now had to continually move ahead to insure that the recreational and commercial boaters were aware of the long line of approaching rowers.

Once out of Cape May Inlet, Fran Krajewski (8-3) turned our boat north along the coast of Wildwood Crest. During the ocean segment, which ended at the finish line off of North Wildwood, Bill Hartley (8-3) and I expanded our lookout range, as expected, to cover all directions. As soon as Bruce Long’s OPFAC arrived at the finish line, we checked in with the Race Committee Boat and headed home. (Bruce’s crewmen were John Burns and Irene Mead (also from 8-2) and Fred Beyer, Brenda Hollway, and Steve Parker from 8-6.)

Oh, I would be remiss if I didn’t mention that a rowing team from Margate also was first.

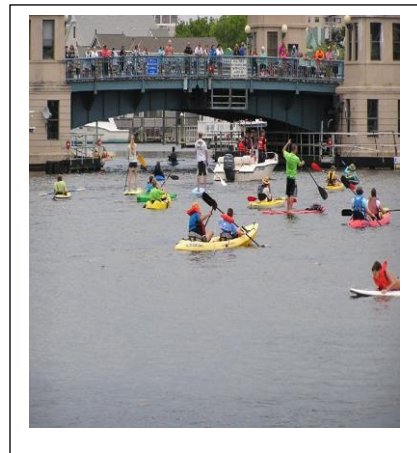
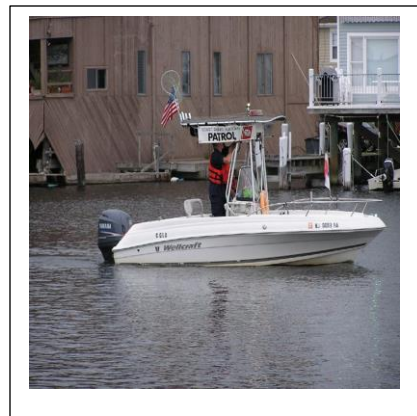
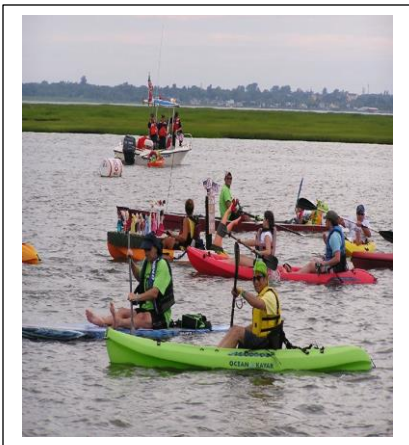


# Nights In Ventnor - “Go Green” 2013

On a balmy midsummer Saturday afternoon, Ernie Phillips (8-4) and his crew of Tom Klein (8-4) and Bob Root (8-4) launched his facility at USCG Station Atlantic City (NJ) and took the long trip south along the IntraCoastal Waterway (ICW) to meet up in Ventnor with Calvin Bartechko’s (8-5) facility, coxswained by Lew Branin (8-1).

They were there to provide a safety screen along a mile and a half section of the ICW for the Nights In Ventnor Boat Parade. Also known as “Go Green”, the participating vessels in this parade were of the non-fuel powered variety – kayaks, paddleboards, surfboards, rowing shells, etc.

The parade included a “catch-up” stop in a residential lagoon about halfway along the way. After all the vessels were regrouped and accounted for, the AUXFACs lead the parade out of the lagoon and past the judges’ stand near the Dorset Ave. drawbridge. Once everyone was safely under the bridge, another mile along the ICW (houses on both sides) and a turn into the lagoon that housed the Viking Rowing Club completed the parade route. With the assignment successfully completed, it was time for the ride back to the Station and a boat retrieval onto the trailer before darkness set in.



## AN ARTIST IN OUR MIDST



Calvin Bartechkois an active member of flotilla 85, Brigantine.

Cal who recently retired as a chef after many years working at Harrah's, now has found the time to pursue his personal interests. Cal has recently completed his crew qualifications and is working toward getting qualified as coxswain.

When Calvin is not boating he enjoys painting as a hobby. Recently Cal completed an oil painting of a 47 ft MLB moored at CG Station Atlantic City. The painting was presented to Lt. Cdr Moore on behalf of the Auxiliary, and the painting will be displayed at the station once renovations are complete.\*



CG 47 ft. Motor lifeboat

## Late Start, For Safety Sake

Reported by Rich Weiss (8-2) and Scott Supplee (8-3); Photos by Don Dobson (8-2)

Just as a coxswain's primary responsibility is the safety of his/her crew, Midge Kerr, the organizer of the Cedar Island Swim in Avalon, NJ on Sunday 25AUG13, scheduled the start of this swim relatively late (1145) to avoid contact with the local "head" boat which uses part of the race route to get to and from it's dock. Additional steps were taken to help insure the safety of the participants of this 5K swim (3.1 miles). Kayaks were on hand to follow the swimmers and a time limitation of approximately 90 minutes was set. And since another section of the route used the IntraCoastal Waterway (ICW), she obtained the presence of crews of the USCG Auxiliary and the Avalon Fire and Police Departments.

The two Auxiliary crews met the swimmers at the Start/Finish Line at the host Avalon Yacht Club. The crewmen on Rich Weiss' boat were Walt Niwinski (8-2), Jim Kight (8-6), and Don Dobson (8-2). Fran Krajewski's boat was manned by fellow Fl. 8-3 members Tom Palmer, Scott Supplee, and Chris Murphy.



# MULLICA RIVER PATROL, a year after “Sandy”

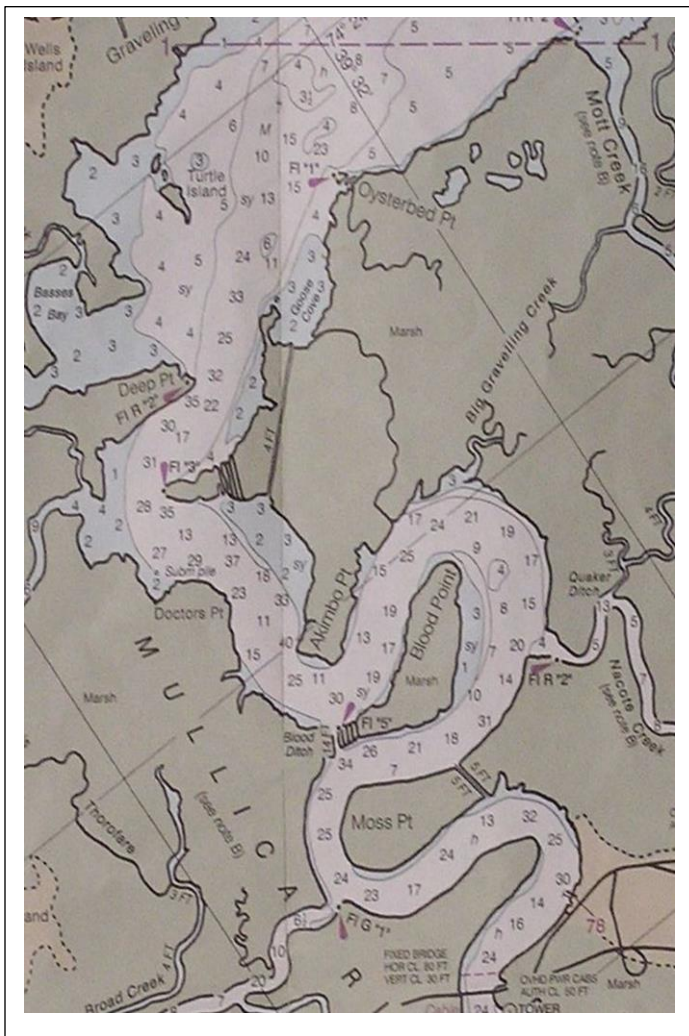
Because it lies at the extreme northern end of our division’s Area of Responsibility (AOR), most crewmen in Division 8 have never gone on a patrol on the Mullica River. And if they have never driven north on the Garden State Parkway past Atlantic City, they may have never even heard of it.

The Mullica empties into Great Bay from the west. It’s very conspicuous meanders\* are shown on a photo of NOAA Chart #12316 below. (34<sup>th</sup> Ed. Jun 2008) (The top of the photo of the below chart is SE.)

Having been there last summer (2012), Ernie Phillips and Dave Scallion (owner-coxswain and Aids Verifier, respectively, from Flotilla 8-4) and I decided to return and see what affects, if any, Hurricane Sandy had had on the local PATONs and two marinas at which we had visited. We are glad to report that the PATONS are in the same places and that the repairs to the docks and to the ground level floors of the buildings at the Great Bay Marina and Chestnut Neck Marina are proceeding as planned.

\*From Wikipedia, the free encyclopedia. A **meander**, in general, is a bend in a sinuous watercourse or river.

Southeast



Northwest



# A Swimming Event Meets A Street Fest

Photos by Joe Giannattasio and Howard Friedman

The annual September Splash on Sunset Lake in Wildwood Crest, NJ is a unusual saltwater event since it takes place on the same day and is adjacent to a very popular water side event, the Seafarers Festival. That scenario provides locals and tourists with various activities on both sides of the street and the entire length of the lake.

Participating in this event was Diane McVey, FSO-PB (8-3) who swam in the one mile race.

During the three swimming and one paddleboard races on the mile long rectangular course, two crews of Auxiliarists provided a safety screen from any vessels wandering in from the nearby Intracoastal Waterway.

29' Ranger Tug - Owners Don and Kathy Spataccino (4-4), Coxswain Bill Hartley (8-3), John Lomonaco (8-6), Vince Kipp (8-3), and Jim Knapp (8-3).

24' KAT Center console – Owner-Coxswain Bruce Long, Joe Giannattasio, Frank Verrichia Joe Gruff, (all 8-2).



***Powerboat Races Atlantic City, NJ June 23,2018***

The Atlantic Ocean in front of the boardwalk played host to the Atlantic City Offshore Powerboat Races. The Offshore Powerboat Racing Association, OPA and the New Jersey Offshore Powerboat Racing Association, NJOPRA were thrilled that came to Atlantic City, NJ. The city did everything they could ever dream of to put on one off the top boating events on the East Coast. Thousands came to see one of the most exciting races on water, powerboats travel between 60 and 155 MPH depending on the class of the boat. 60 powerboats will competed in six different divisions for a \$50,000 winners purse! Flotilla 85 had two assets on the water. It was a 6 hour patrol under hazy skies and calm seas.



Golden Nugget's Megayacht stood out among the spectator boats

# LSNEDOOW – **NEW FEATURE**

The definition of “Insanity” that I like best is “doing the same thing the same way over and over again and expecting different results.” Successful businesses, organizations, and people in the entertainment and sports fields understand that when interest in the product or service fails to increase, it’s time for a change. And all change starts with “thinking time”, the time to come up with new ideas.

As a lifetime of fishing has taught me, “if they ain’t bitin’ after a while, ya’ gotta change something,” sometimes several things. Over the past year, different types of new features have been tried in the *Mariner* – puzzles, a photo caption contest, Nautical Nuggets, etc. As expected, some did not produce the hoped for results. But some have. In fact, they generated such an increase in the number of submitted articles and photographs submitted by you, the *Mariner* earned the Excellence Award from our District.

Not wanting to rest on our laurels, here is another new feature. From my experiences out on the water (even on the powdery kind – snow), I have found something new to be learned everyday. So, allow me now to introduce “LEARN SOMETHING NEW EVERY DAY OUT ON THE WATER.”

As with any feature’s first attempt, one can only draw from one’s own experiences. Hopefully, also you will want to share your own bits of nautical knowledge (photos are encouraged) with your division-mates. Got a catchier name and/or a jazzier graphic title plate for this feature? What about a new feature? C’mon, show your creativity! As editor, I’ll do the work. Just provide me with ideas to help me prevent “Publication Insanity.”

Here are a mere 6 items. (Obviously, I haven’t been out on the water as often as I would have liked to this year.)

- In addition to International (I) and American (A) channels, some VHF handheld radios have a switch for Canadian channels. When on “Canadian”, the radio will not work on channels set on “I” or “A”.
- My handheld VHF, when fully charged, will operate continually (“ON” position) for more than 6 hours.
- During the off-season, some boat owners run their nylon dock lines thru a cycle in their automatic clothes washers to remove the accumulated dirt, thereby maintaining the flexibility of the lines.
- During the folding process, Coasties press down the folds of the sleeves of their ODUs with their hands to get that “pro” (instead of “puffy”) look. When an iron is available, they use that.
- My first view of a “DANGER SHOAL” marker. (ICW in Grassy Sound, Wildwood NJ)
- Some folks in the Great Bay area refer to the day beacons mounted on three pilings as “the tripods”.





# Insanely Good Dock Line Handling Skills

By [Cindy Emch / Yahoo! Screen Blog Aug 23, 2013](#)

As we're getting to the end of August we strongly encourage everyone that can to head out onto the waters to end your summer right. And, if you can get yourself onto a boat, that's even better.

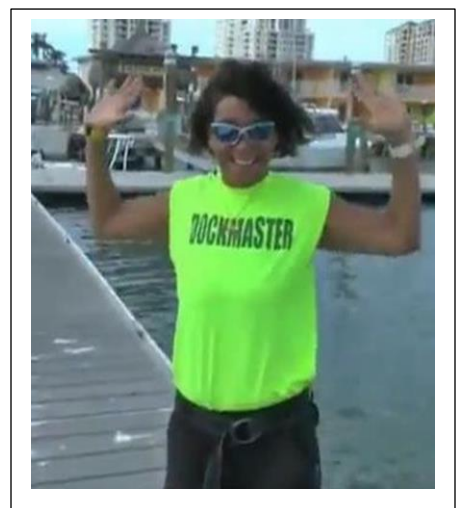
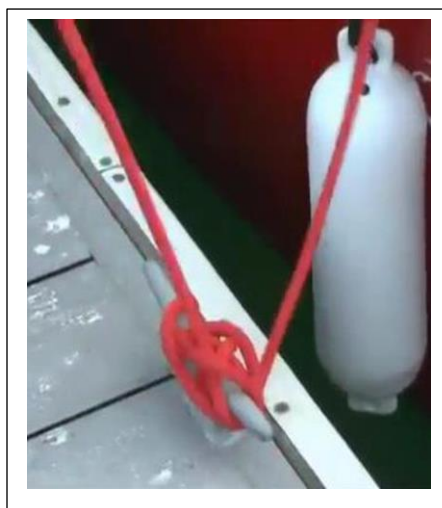
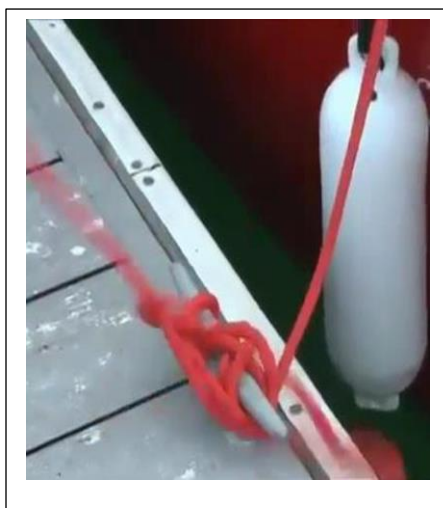
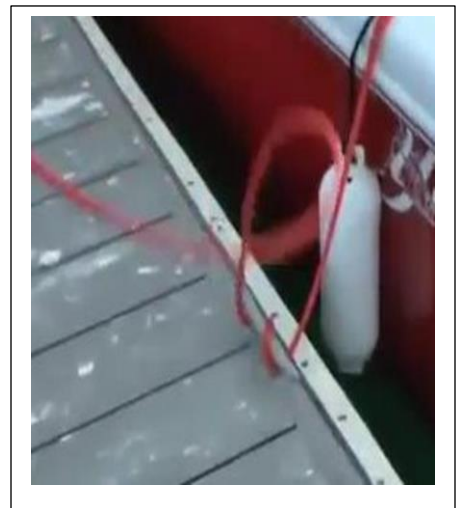
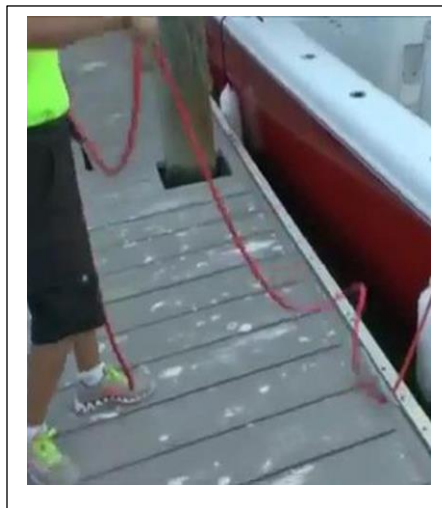
If you're going, be sure to have a handy first mate along to handle things like tying up the boat. Or just find a woman like this Dockmaster. She can get the boat tied to the dock with some serious knot mastery without even bending down. Kudos to you, Dockmaster! (Ed. Note: I wish they had dockmasters with her line handling skills at the on-the-water eateries in our AORs.)

Best Dock Line Handler - Linda at Frenchy's Restaurant, Clearwater Beach, FL

Here are two videos of Linda demonstrating her line handling skills. Below are some stills from the videos.

<http://www.youtube.com/watch?v=qbsdy0SK9JU>

<http://www.youtube.com/watch?v=95TEqEDE75Y>



# Boating and CG Auxiliary IQ

Here are the answers to the questions from the previous issue – Summer 2013.

1. The title characters of what famous play involves two letters in the phonetic (military) alphabet?  
**Romeo and Juliet**
2. In which direction, clockwise or counter-clockwise, do winds circulate around a low pressure?  
**Counter-clockwise**
3. What is the only type of insignia that shall be worn on Auxiliary ODU ball caps?  
**Auxiliarists must wear either the METAL "office" collar insignia or the "member" collar insignia. Such insignia shall be worn centered between the "U.S. COAST GUARD" and "AUXILIARY".  
(Embroidered/sew-on versions are no longer authorized for wear as of 31 December 2012.)**
4. If you're heading 315°, in what geographical direction are you going? **Northwest**
5. In our Area of Responsibility how many low tides occur during each 24 hour period? **Two**
6. Vessels under what length are Small Craft Advisories referring to? **65 feet**
7. What is the minimum length of a USCG cutter? **65 feet**
8. What are the numbers of patrol hours, instructional time, or vessel safety checks a member must do annually to maintain his/her qualification(s)? **12 hours, 2 hours, 5 VSCs**
9. When viewed from outside the vessel, must the stripes on patrol boards face forward, aft, or either way?  
**Forward**
10. What is the difference between the pro words "wait" and "wait out" when transmitted on a VHF radio?  
**"wait" – I must pause for a few seconds.  
"wait out" – I must pause longer (than a few seconds).**
11. An ATON with a yellow square or yellow triangle indicates you are on what waterway? **ICW**
12. For Auxiliary 253401, what is her length, type of propulsion, and required patrol crewmen?  
**Aux 401 is a 25 foot inboard that requires one coxswain and one crewman.**

# NAUTICAL



# NUGGETS

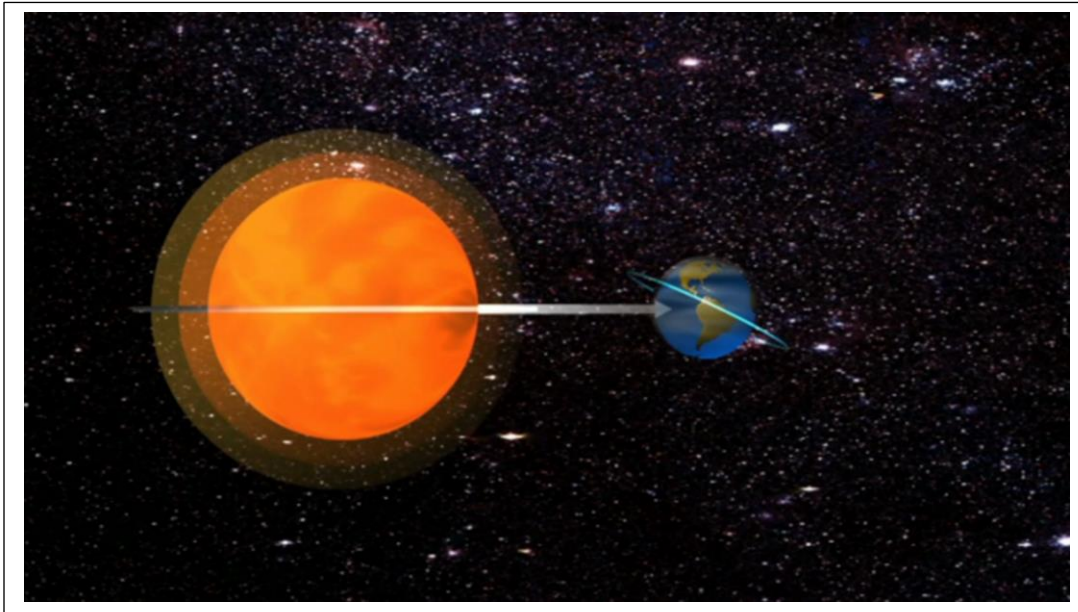
Fall 2013

This is the new look of the page previously titled – “Boating and CG Auxiliary IQ.” The focus will remain primarily on nautical and CG Auxiliary topics that are intended to help keep your thoughts in a maritime frame of mind. The answers will appear in the following issue.

Properly prepped, let’s get underway:

1. What is the name of the line whose latitude is 0°?
2. In which direction do the winds circulate around a High Pressure System?
3. What is the abbreviation of the Operations Officer at the flotilla, division, and district levels?
4. If you’re heading 060°, in what geographical direction are you going?
5. What form number is used to report mission activities ?
6. Vessels over what length are required to have two fire extinguishers?
7. If you are at Latitude 39°, how many miles (north or south) from the Equator are you?
8. What is eligible minimum age for enrollment of a U.S. citizen into the CG Auxiliary?
9. What is appropriate head cover worn with the ODU?
10. In the Boat Crew Program, what are the two levels of qualification?
11. What might an ATON with a white diamond and red border indicate?
12. What’s the difference between a bow line, a bowline, and a bow spring line?

**THE END**  
**OF THIS ISSUE,**  
**HELLO**  
**FALL 2013.**



The Autumnal Equinox