

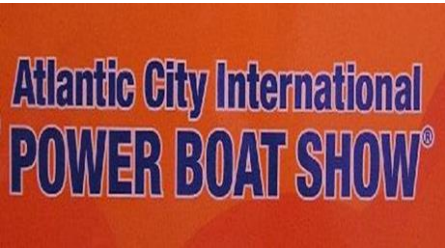
DIVISION 8 MARINER

Division Commander (DCDR) William E. Holmes

SO-PB Howard Friedman auxhf@yahoo.com

Vol. 13 No. 2

Spring 2013



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OFFICIAL BLOGS

COAST GUARD COMPASS

OFFICIAL BLOG OF THE U.S. COAST GUARD

COAST GUARD AUXILIARY LIVE

OFFICIAL BLOG OF THE U.S. COAST GUARD AUXILIARY

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Golf Clubs at D-TRAIN? Pg. 9



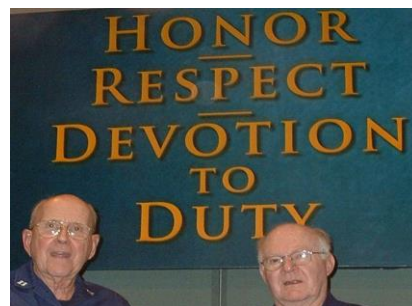
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DIVISION 8 STAFF - 2013

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)

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

From The Fo'c's'l (*folk-sel*): Why submitting reports is nece\$\$ary.

As volunteers, we give of our time and our own money in our effort to support the Auxiliary. Although we don't receive monetary rewards in return, there are [employee privileges and benefits](#) (colloquially known as "perks") that are made available to us.

Currently, active members of the Boat Crew Program receive articles of equipment for use on patrols, gear that at one time we had to purchase with personal funds. While out on patrol we are reimbursed for our meals and our facility owners receive a compensation, albeit small, for the wear and tear of their vessels. Our flotillas are able to obtain, at no cost to them, many various safe boating banners, brochures, pamphlets, and other literature for use at Public Affairs (PA) events and Public Education (PE) classes.

So how does the Coast Guard convince our lawmakers to appropriate taxpayer dollars for our use? One method Diraux uses to obtain the funding is by being able to provide paper evidence of the many hours expended by Auxiliary personnel. Thus, the next time you think that submitting a Form 7029 with even as little as four (4) hours (two (2) for the meeting, one (1) for travel, and one (1) for preparation) is meaningless, consider how many hours of credit our district would receive if all of us turned in even that bare minimum of four hours a month.

C'mon fellow Auxiliarists, let's keep those "cards and letters" coming, and let's show our elected officials that we are worth more than even the allotments they currently send to us.

As always, feel free to contact me about story ideas, new features, or other literary concerns.

Have a fun filled and safe summer,

Howard Friedman, SO-PB

ATLANTIC CITY INDOOR BOAT SHOW - 2013

Photos by Ernie Phillips (8-4), Lou Hahn (8-6), & Howard Friedman (8-3)

Nothing says “winter is half over” like the opening of the Atlantic City (NJ) Indoor Boat Show. At this year’s show, 68 Auxiliarists from 6 divisions in District 5NR contributed 466 hours of Public Affairs (PA) time informing the public about all aspects of safe boating.

In addition to our members, Station Atlantic City provided a 25’ Defender class SRB on a trailer and assigned active duty personnel to the booth when their staffing levels allowed. Also, the Coast Guard Recruiting office in Northfield, NJ sent some of their staff when time permitted.

On the next page is an excellent blog by Bob Babezki DSO-PA about the AC Boat Show that, although posted last year (2012), easily also applies to this year’s Show.



BLOG #1 - AC BOAT SHOW

Until I began this year's Boat Show article, I never knew what a blog was. Nor did I know that both the CG and CGAuxiliary maintained one. So what is a *blog*? The word is a combination of the words “*web log*”. Substantively, it is a discussion or informational site published on the World Wide Web (Internet). A blog consists of discrete entries (“posts”) which are typically displayed in reverse chronological order (the most recent post appears first). Until 2009, blogs were usually either the work of a single individual or occasionally of a small group and often were about a single subject. More recently “multi-author blogs” (MABs) have developed, with posts written by large numbers of authors and professionally edited.

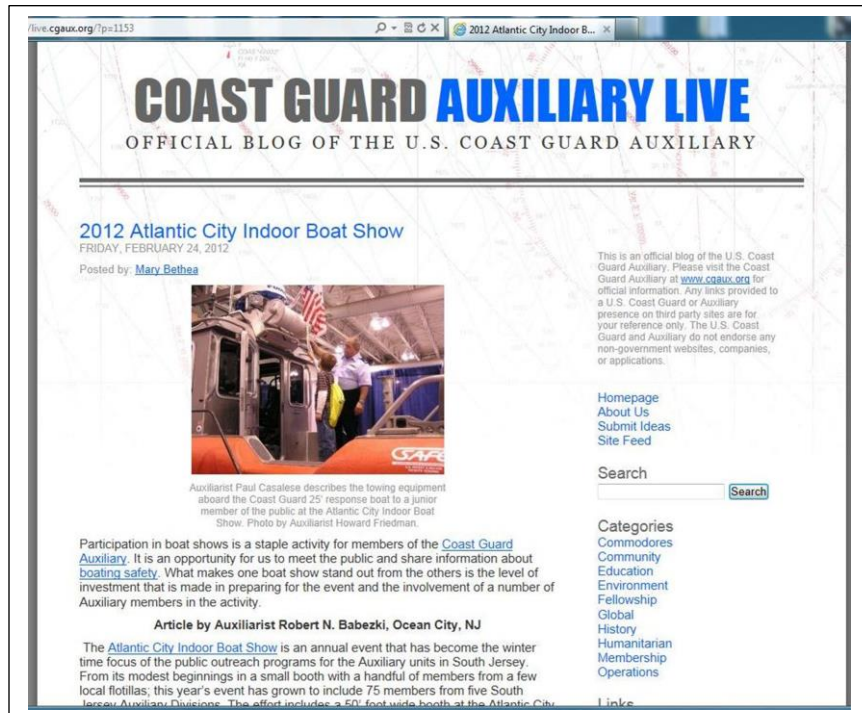
When I searched “AC Indoor Boat Show”, I became aware of the following:

[2012 Atlantic City Indoor Boat Show < Coast Guard Auxiliary Live](http://live.cgaux.org/?p=1153)

live.cgaux.org/?p=1153

Feb 24, 2012 – The **Atlantic City Indoor Boat Show** is an annual event that has become the winter time focus of the public outreach programs for the Auxiliary ...

Clicking on the link, it opened:



The screenshot shows a web browser window displaying the official blog of the U.S. Coast Guard Auxiliary. The page title is "COAST GUARD AUXILIARY LIVE" and the subtitle is "OFFICIAL BLOG OF THE U.S. COAST GUARD AUXILIARY". The main content is a blog post titled "2012 Atlantic City Indoor Boat Show" dated Friday, February 24, 2012, posted by Mary Bethea. The post features a photograph of a Coast Guard 25' response boat with a person on board. The text of the post discusses participation in boat shows and mentions that the Atlantic City Indoor Boat Show is an annual event that has become the winter time focus of the public outreach programs for the Auxiliary units in South Jersey. The page also includes a search bar, a list of categories (Commodores, Community, Education, Environment, Fellowship, Global, History, Humanitarian, Membership, Operations), and a link section.

On the next page is the full version of the blog.

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

BLOG #1 - AC BOAT SHOW (cont'd)

COAST GUARD AUXILIARY LIVE

OFFICIAL BLOG OF THE U.S. COAST GUARD AUXILIARY

2012 Atlantic City Indoor Boat Show

Friday, February 24, 2012

Posted by: [Mary Bethea](#)

Participation in boat shows is a staple activity for members of the [Coast Guard Auxiliary](#). It is an opportunity for us to meet the public and share information about [boating safety](#). What makes one boat show stand out from the others is the level of investment that is made in preparing for the event and the involvement of a number of Auxiliary members in the activity.

Article by Auxiliarist Robert N. Babezki, Ocean City, NJ

The [Atlantic City Indoor Boat Show](#) is an annual event that has become the winter time focus of the public outreach programs for the Auxiliary units in South Jersey. From its modest beginnings in a small booth with a handful of members from a few local flotillas; this year's event has grown to include 75 members from five South Jersey Auxiliary Divisions. The effort includes a 50'-foot wide booth at the Atlantic City Convention Center and participation of the active duty personnel of [Coast Guard](#) Station Atlantic City.

The planning for this event begins three months before the show. An initial batch of media releases are created and delivered to the [National Marine Manufacturers Association](#), the event's sponsor. Three planning meetings are held to begin the process of coordinating the resources of the Auxiliary members participating in the event. Auxiliary members commit to manning the booth for the entire five days of the show.

[Station Atlantic City](#) provided their 25' "[Defender Class](#)" response boat and multiple active duty members helped man the booth. Station Atlantic City also provided Auxiliarists with a secure location to park their personal vehicles on the base and then made arrangements to shuttle the Auxiliarists and the active duty members over to the Atlantic City Convention Center. This event is an opportunity for the active duty and Auxiliary components of the Coast Guard to spend time working together in fellowship and getting to understand the roles each of us have in promoting recreational boating safety.

Actively organizing and planning an information booth at a large trade show, coordinating dozens of Auxiliary members from several different units is a challenging task. When you add in the participation of the active duty members, you can begin to see the reality of "Team Coast Guard" in action.

This is an official blog of the U.S. Coast Guard Auxiliary. Please visit the Coast Guard Auxiliary at www.cgaux.org for official information. Any links provided to a U.S. Coast Guard or Auxiliary presence on third party sites are for your reference only. The U.S. Coast Guard and Auxiliary do not endorse any non-government websites, companies, or applications.

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

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BLOG #2 – Lt. C. K. Moore, CO, USCG Sta. AC

Not long after writing the previous article about blogs, I came across the following on the bottom of the front page of the March 2013 issue of the *Navigator Express* that had just been distributed via e-mail. Clicking on the included link, the following blog opened. Since it relates to a Station CO in our division, I have reprinted it below:

COAST GUARD COMPASS

OFFICIAL BLOG OF THE U.S. COAST GUARD

From seaman to commanding officer

Posted by LT Stephanie Young, Tuesday, January 15, 2013



Lt. Commander Moore officially relieves Lt. Cmdr. Jeffrey L. Craig during the Station Atlantic City change of command ceremony. U.S. Coast Guard photo by Petty Officer 1st Class Nick Ameen.

Written by Petty Officer 3rd Class Cynthia Oldham.

Success is defined differently for everybody, but for one Coast Guardsman – who started his enlistment as a young, untested seaman recruit and is now the commanding officer of a small-boat station – success was constructed by a goal he set for himself when he was only two years into his career.

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Homeland Security

The address for the entire story in this MAB ("multi-author blog") is:

<http://coastguard.dodlive.mil/2013/01/from-seaman-to-commanding-officer/>

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

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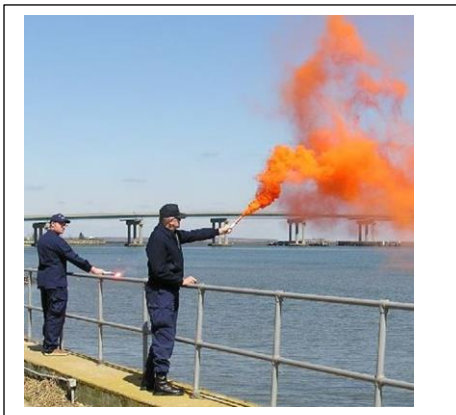
Division 8 Crew School Moves Outdoors (and into the pool)

As noted in the previous issue of the *Mariner*, last October and January twelve members from five flotillas in Division 8 began their training to become qualified Auxiliary Boat Crew Members. The classroom sessions, supervised by Walt Alsegg (QE Fl. 81), were instructed by veteran coxswains from our division and were hosted by Flotilla 8-5 in the new Brigantine Community Center.

With those sessions completed, the focus turned to the on-the-water tasks. The trainees, neatly dressed in their ODUs (Operational Dress Uniforms), met at USCG Station Atlantic City on Saturday, 23MAR13 and were introduced to topics that included: Personal Protective Equipment (PPE) worn while on patrol, pre-underway briefing, GAR determination (Risk Assessment), use of a skiff hook to attach a tow line to the bow eye of a boat in distress, tossing a heaving line, proper use of a signaling mirror, and the lighting and safe use of various types of flares. In addition to their task-specific training, they had the opportunity to tour the Station's 25 RB-S (Response Boat-Small) and 47 MLB (Motor Life Boat) and eat lunch in the Station's galley.

NOTE: - Previous to the flare demonstration, Walt alerted the Station's watchstander and OOD so that any incoming calls from the public concerning the sighting of flares would be handled appropriately.

With the ashore tasks and the pool swims completed, the trainees are now anxiously awaiting their on-the-water training and QE Check Rides which will commence when Auxiliary patrol season begins in mid-May.



Spring Golf Outing

The Westover Country Club in Eagleville, PA, located only 10 minutes from the Doubletree Hotel, the site of the Spring D-TRAIN, hosted this year's 5th annual 5NR District Spring Golf Tournament.

To make the event more competitive and therefore more fun for all, this outing is played as a "scramble", also known as "best ball." In a scramble, each player tees off on each hole. The best of the group's tee shots is selected and all players play their second shot on that hole from that spot. Afterwards, the best of the group's second shots is determined and all players play their third shots from that spot. The process continues until the ball is holed. Also, instead of all the foursomes beginning at the first hole, a Shotgun Start was used. Two foursomes began each at holes 1, 7, and 13.

According to event organizer John Tredinnick (8-2), the not so golf-like weather conditions contributed to the low number who took part in this year's outing. Six Auxiliarists and twenty-four CG active duty personnel signed up to play. Nonetheless, while Auxiliarists and Coasties don't exactly embrace adverse conditions, they can make the best of it. I'm glad to report that all who participated had a good time.

Traditionally, at the conclusion, six awards are presented: one for each member of the winning foursome, one each for the longest drive off the tee, and one for the "closest to pin." But just as with on-the-water competitions (i.e. fishing and boating contests), less-than-prime weather played havoc with the results. As a result, no one really kept score. The longest drive was made by Jeffrey Henderson who hit the ball 325 yards off the 15th tee. Sadly, but maybe not unexpectedly, no one put their shot onto the green on the "closest to pin" hole. With that in mind, a NOTE to all previously worried PGA tour members – you can now relax. Your job is safe.

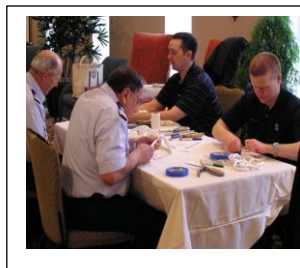
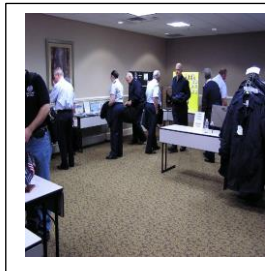
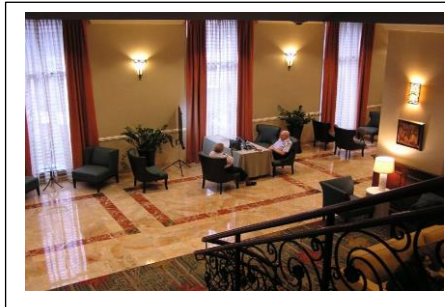
Below are photos from this year's and from last year's (2012) golf outing. Notice the differences.



Spring District (5NR) Training - 2013

All day long Mother Nature sprinkled snow flakes reminding those of us attending this year's Spring District Training (D-TRAIN) that March 16 is not quite Spring. Nonetheless, it was a very worthwhile time for members who wanted to increase their nautical knowledge and skills while also having the opportunity to enjoy trading stories about boating and Auxiliary experiences with members from outside of their home areas.

Held at the DoubleTree Hotel in King of Prussia, PA (just northwest of Philadelphia), Spring D-TRAIN had something for everyone. Additionally, it provided an opportunity for members to receive individual instruction and personal information. Below are some photos I took while wandering around the event on Saturday.

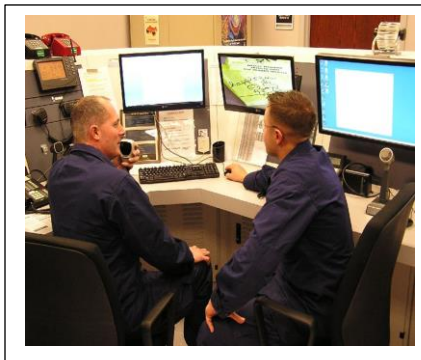


Working With the Gold Side

Not often do we have the opportunity to work directly with the USCG, assisting them with their everyday duties of protecting boaters' lives and property. During this past winter, nine of our colleagues attended several classes and received hands-on training by the USCG to prepare themselves to provide support for possible life and property saving situations. The classes were organized by Bruce Long (8-2).

The next time you are in contact with Station Cape May by either telephone or VHF radio, don't be amazed if the voice on the other end has a familiar sound to it. Not surprisingly it may be Don Dobson (08-02), Lou Hahn (08-06), Joe Licitra (08-03), John Mastrobuono (03-04), Peter McBurney (08-02), Irene Mead (08-02), Karan Packer (08-02), Rick Watson (08-02), or Susan Wiggins (08-03) providing temporary relief for active duty personnel in the Comms Center.

End of article - "Coast Guard Station Cape May, Division 8 Mariner, Out."



TV News: Coast Guard Auxiliary hosts boating safety class

Below is the text of and link to a tv story (with video) about Flotilla 82's opening Boating Safety Class of 2013:

<http://www.nbc40.net/story/21836699/coast-guard-auxiliary-hosts-boating-safety-class>

NOTE: The boating safety segment begins 25 seconds into the video clip.

Posted: Saturday, March 30, 2013 9:41 PM EST Updated: Mar 31, 2013 9:32 AM EDT By Matt Alba

In South Jersey, boat owners are ready to weigh anchor - and in Cape May, the Coast Guard Auxiliary was telling boat owners how to be safe out on the water.

Accidents and fatalities don't just happen on the roads...boating is a way of life for many people and staying safe on the water means knowing how to navigate your boat. "Most fatalities occur because people weren't wearing their life vest," explained Joseph Giannattasio, a former Division Commander in South Jersey.

Frank Verrichia, Flotilla Commander 82 of Cape May, told NBC40, "You need to take this course in order to have safe boating out there to protect yourself, your family, and other boaters that are out there."

In Cape May, the U.S. Coast Guard Auxiliary hosted a boating safety course Saturday morning that allows drivers to obtain a boating license.

Will Galbreath, who was taking the course, said, "The course was great; I think it's very necessary if you want to be safe when you're out on the boat. Again, it's not like driving a car, it's a totally different feeling."

Over 30 people passed the test, and in the process, learned about boating laws, regulations, safety equipment, and also how to successfully embark in open water. Commander Verrichia added, "The whole thing we teach is boating safety and having the proper equipment on your boat and knowing the boating rules out there in the water."

NBC40 spoke with some licensed boaters and they said the course is not just for the person driving but rather for the safety of everyone else out on the water as well. Gray Haenn, a licensed boater, said, "People think it's like driving a car but it's not. You get out there in the water and there are a lot of different scenarios and aspects you need to be aware of and it gets really dangerous out there. The water can be very unpredictable and unforgiving and if you're not ready - you're going to hurt yourself or someone else." His father, Jay Haenn, added, "You have to be prepared. You have to know what you're doing."

Officials from the Coast Guard Auxiliary urge anyone that will be driving a boat in New Jersey this Spring or Summer to take their safety course and make sure to understand all aspects of boating safety before climbing aboard.

To take a boating safety class call 609-898-0442.



Auxiliarists of the Year (2012) – TRACEN and Division 8

Photographer - Unknown

On Monday, March 4, 2013 at 9AM, the Commanding Officer (CO) of the U.S. Coast Guard Training Center Cape May (TRACEN), Capt. William Kelly delivered the annual State of the Training Center Address in the Ida Lewis Auditorium.

The CO spoke to an audience of more than 300 military, civilian, and Auxiliary personnel highlighting both the significant accomplishments of the training center staff in 2012 and the challenges they face in 2013.

During the address also recognized TRACEN's awards recipients. The award for TRACEN's Auxiliarist of the Year for 2012 was presented to Mr. Louis L. Hahn, Jr of Flotilla 8-6 (Lower Township, NJ).

Below, are our two Auxiliarists of the Year 2012. Lou (left) displays his award with Bruce Long (8-2), recipient of the Division 8 Auxiliarist of The Year.



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

Flotilla 8-4's COW and it's Blue Pig Award

Reported by Ernie Phillips IPFC, Fl. 8-4

Two years ago, Flotilla 8-4 made changes to their Change of Watch (COW). Switching from the traditional December time to a mid- January date provided the advantages of not only gaining a nicer room but of not having a problem securing a pre-Christmas Saturday date. Expectedly, the price was substantially less.

With guests USCG Station Commanding Officer Our Flotilla Lt. C. K. Moore and his wife and Division 8 Commander Bill Holmes and his wife in attendance at Fred & Ethel's Tavern in Smithville, NJ on January 19, 2013 at 1200hrs, re-elected Flotilla Commander Tom Klein swore in his 2013 staff and presented various activity awards earned by many deserving members in 2012.

One award unique to Flotilla 8-4 is the Blue Big Award, aptly named for the restaurant where, in 2009 during a friendly get together, Pete Fuhrman's menu accidentally caught fire. At the COW, Pete was presented with a certificate and a blue pig "award" that Tom Klein created from a cutting board. Subsequent winners have their names placed on a plaque which is attached to an updated board made by Paul Dixon. In addition, they are given a blue pig pin designed by member Linda Jones. Subsequent receivers of this annual honor are chosen by committee.

The award serves as a reminder that, while we as Auxiliarists take our service to the US Coast Guard and to the boating public very seriously, we are all vulnerable to human errors and should not take ourselves too seriously.



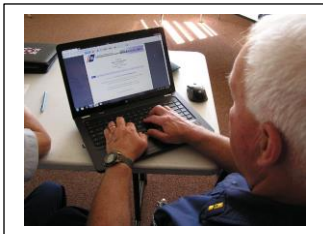
Three Recent Happenings – 1) Division Meeting (April 2013)

April's Division 8 Meeting, hosted by Flotilla 8-3 at the North Wildwood Community Center, began with the awarding of the Meritorious Team Commendation for Hurricane Sandy Response to Bill Holmes (8-3), Joe Giannattasio (8-2), Bruce Long (8-2), and Bill Hartley (8-3). The presentation was made by Douglas L. Smith, District Captain (DCapt). The Member Training for the meeting was a very enlightening slide show about Diversity. It was presented by Irene Mead SO-DV.



2) Paperless Patrol Orders (April 2013)

Later in the month, seven coxswains from the “northern” flotillas met at Flotilla 8-1’s “home” in Ocean City to take part in a training session by Boat Program QE Walt Alsegg about the new direct processing procedure of patrol orders via the Internet. Beginning this season, the days of obtaining orders by e-mail and completing, signing, and returning them by postal mail will become a thing of the past. Receipts for cash purchases will also be able to be scanned and attached to the electronic orders. “Paperless” is the operative word.



3) Sharing Facilities (April 2013)

The Auxiliary tent at the Somers Point BayFest was another opportunity to observe neighboring flotillas sharing facilities. Flotilla 8-1 (Ocean City) invited Flotilla 8-4's Tom Klein (L) and Ernie Phillips (Absecon Island-Atlantic City) to share their tent at this very popular annual Public Affairs event.

(Photo on right - Ed Henne (L) and Fred Ruddick are in Fl. 8-1.)



Lightning

Condensed from “*Topside*” – Summer 2004

How far away is the Thunderstorm?

Count the number of seconds between a flash of lightning and the following clap of thunder.
Divide the number of seconds by 5 to determine the distance to the lightning in miles

30/30 Safety Rule for Lightning

Go indoors if, after seeing lightning, you cannot count to 30 before hearing thunder.
Stay indoors for 30 minutes after hearing the last clap of thunder.

Some Facts about Lightning

Lightning causes an average of 80 fatalities and 300 injuries each year.
Lightning occurs in all thunderstorms; each year lightning strikes the Earth 20 million times.
Most Lightning fatalities and injuries occur when people are caught outdoors in the summer months during the afternoon and evening.

Myths & Truths about Lightning

MYTH: If it is not raining, there is no danger of lightning.

TRUTH: Lightning often strikes outside of heavy rain and may occur as far as 10 miles away from any rainfall.

MYTH: People struck by lightning carry a charge and should not be touched.

TRUTH: Lightning strike victims carry no electrical charge and should be attended to immediately.

MYTH: “Heat lightning” occurs after a very hot summer day and poses no threat.

TRUTH: “Heat lightning” describes lightning from a thunderstorm too far away to be heard.

MYTH: The rubber soles of shoes or rubber tires on a car will protect you from being struck by lightning.

TRUTH: Rubber soled shoes and rubber tires provide **NO PROTECTION** from lightning.

The steel frame of a hard topped vehicle provides increased protection if you are not touching metal. Although you may be injured if lightning strikes your car, you are much safer inside a vehicle than outside.

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

When is it time to “pull in your oars” and slow down.

*Reprinted from **Bridge Chatter**, Flotilla 8-5*

This is a difficult article to write as it makes me admit that I'm getting old. I've been in the Auxiliary for almost 20 years and I've been active in most areas of the Auxiliary. I've been an active boater for most of my adult life. I had a 40 foot sailboat in the 80's/90's and sailed an area from Virginia to Nantucket almost every summer. Through the 90's and 2000 I usually had at least a hundred hours every year in Operations. In 2000 I had a 33ft Cape Dory Flybridge cruiser “Misty Blue” which was a great training platform for the Auxiliary and the Coast Guard at Station Atlantic City. As a coxswain I was always aware of my crews capabilities. Older crew

members were never put in a situation where they could potentially get hurt. This situation was reinforced many years ago when I was crew on a patrol on a 23' center consul facility. The coxswain was a “cowboy” who only knew open throttle. While on an outside run from Absecon Inlet to Great Egg we hit some choppy water and the vessel was pounding and the crew holding on tight. As a result of this action one of our crew who was around 80 years old suffered spinal problems and pain for many months. I learned a lesson from that day and was more aware of crew capabilities. I promised myself that when I no longer felt 100 percent competent as a coxswain I would notify the SO-OP and step down. It's a difficult decision just as it is to tell a parent that they should no longer drive the car. Everyone ages differently both mentally and physically.

I can only speak for myself. I'm now in my late 70's and I find that my mind is clear, except my short term memory has gone astray at times. I lose concentration and can no longer multitask. My hearing in one ear has diminished and when there is background noise I cannot hear conversations. It's tough getting old. In my 40 years of boating I never got seasick, now I have to take motion sickness pills before I go outside in the ocean. I guess my equilibrium is affected. I do know that when I get off a boat to the dock I now need to stop a second to gain my balance. Physically I feel that I'm 20 years younger, but that can be a danger. One major problem that has developed due to many years in the sun and on the boat is skin cancer. It catches up with you as you age. In the past several years I've had a basal cell carcinoma, a squamous cell carcinoma and dozens of small pre-cancerous lesions called Actinic Keratosis all due to sun exposure. Fortunately all have been treated successfully by my dermatologist.

The Coast Guard does not place age restrictions on the Auxiliary nor do I believe that they should. Coxswains should not take on crew that are not capable of doing their assigned jobs. In past years I know patrols have gone out with crew that needed cane to walk. If an individual auxiliarist who is still crew or coxswain qualified and wants to do patrols then it's up to the coxswain to evaluate the request and if he or she feels that the individual would be at risk then notify the SO-OP and or the Division QE of your concerns. The safety of our members is top priority and the fact that the individual is a “good ole Boy” or a long time member should have no bearing.

I recently gave up my position on the Helo Ops program so that some younger member could take my place. It was not an easy decision to make. I also notified our SO-OP that I no longer felt comfortable as coxswain and requested that I will be listed as crew. It's time to move on. There is a multitude of activities in the Auxiliary for me to keep active. Semper Paratus

Gil Finkelstein PDCP Div. 8

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

Boating and Aux Answers

Answers to the questions from the previous issue, Winter 2013

1. With what four knots, bends, and hitches do Auxiliary boat crew personnel have to be familiar?
Bowline, Sheet Bend (Becket Bend), Clove Hitch, Two Half Hitches (w/Round Turn)
2. What is the difference between a knot, a bend, and a hitch?
Knots secure lines to themselves.
Bends secure lines to another line.
Hitches secure lines to objects.
3. What geographical direction would you be going if your compass read 90 degrees? **East**
4. What compass degree heading is West? **270°**
5. What is the name of the difference between Geographical (true) North and Magnetic North?
Variation
6. What is the name of the effect metals on a boat may have on it's compass? **Deviation**
7. Which will cause less reduction in line strength, a knot or a splice? **A splice**
8. What name is given to the uninterrupted expanse of water over which the wind operates? **Fetch**
9. A bow wave and stern waves are the two types of waves that are caused by the passing of a motorboat. Which type is the most dangerous? **Stern waves**
10. The Navigation Rules recognize three types of encounters between two approaching vessels. What are they? **Crossing, Overtaking, and Head-on**
11. What term is applied to a vessel that is not at anchor, not made fast to the shore, or not aground?
Underway
12. There are lots of crew duties. Which crew duty is required by law? **The Look-out**

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Boating and Aux IQ (Spring 2013)

Here are another dozen questions that may help get your thoughts into a nautical mode.

1. How many points are in a compass?
2. Your facility is passing the GH buoy in the Great Egg Harbor Inlet when the watchstander at Station Atlantic City requests an Ops-Normal Report. What do you transmit as your facility's position?
3. What is the difference, if any, between "Over" and "Out" when used in military radio transmissions?
4. If you're heading 135° , what geographical direction are you going?
5. NOAA Nautical Chart 12316 covers the Intracoastal Waterway from Cape May north to where?
6. Which, or both, are parallel lines: the lines of Latitude and/or the lines of Longitude?
7. Spell "Ingram Thorofare" using the Phonetic Alphabet?
8. Of a masthead light, a sidelight (red or green), or a sternlight, which shows the largest arc of unbroken light across the horizon?
9. Of a masthead light, a total of both sidelights, or a sternlight, which shows the smallest arc of unbroken light across the horizon (assume the arc of the sidelights is unbroken)?
10. What are the first four questions a USCG watchstander will ask a vessel in distress previous to a search and rescue case?
11. While it is true that vessels engaged in government sanctioned public safety activities and commercial vessels performing similar functions may display an alternately flashing red and yellow light signal, is it also true that vessels using that light signal have special privilege due to the nature of their work and may deviate from the Navigation Rules during these activities?
12. If a vessel is being propelled by any instrument or [device](#), what is it said to be?

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The End

As we bring our vessels to their moorings at the end of a day on the water, “Slow Speed-No Wake” signs are common place. At the end of a day on skis or on a snowboard, as we near the bottom of most ski areas, “Slow” signs are the norm. Evidently, folks at the Peak 6 Base at Vail, Colorado have a nautical sense of humor.



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