



Division Commander (DCDR) - Joseph Giannattasio

Editor - Howard Friedman auxhf@yahoo.com

Vol. 12 No. 2

Summer 2012



Fourth of July Fireworks – Pg. 4



Aux Helo-Ops Article - Pg. 5



Shark Mystique - Pg. 7



Two ATON Patrols - Pg. 9



Proper Saluting - Pg. 10



The Old Sta. Cape May is gone. See what replaced it and who now commands it.

- Pg. 12



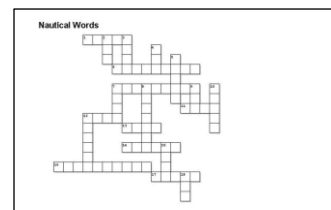
Daily 'Retreat' - Pg. 13



"A Night In Venice" Parade  
With an unexpected 'guest'

- Pg. 17

## PUZZLE PAGES



New Feature Pg. 32

## Division 8 Staff Officers - 2012

VCDR (Chief of Staff) - Bill Holmes

CS (Communication Services) - Bob Babezki

CM (Communications) - Stan Friedman

FN (Finance) - Dan Hartman

HR (Human Resources) - Tom Klein

IS (Information Services) - Dan Hartman

IS (Information Services) – Mike Colondrillo

MA (Materials) - Jean Stretch

MS (Marine Safety) - Richard Weiss

MT (Member Training) - Ken Wilde

NS (Navigation Systems) - John Gallagher

OPa (Operations) - Bruce Long

OPb (Operations) – Walt Alsegg

PA (Public Affairs) - Joe Giannattasio

PE (Public Education) – Marilyn Hughes

PV (Program Visitor) – Natalie McFeeley

SR (Secretary Recorder) – Jim Kight

VE (Vessel Examiner) – Bill McFeeley

IPDCDR (Immediate Past Division Commander) - Dan Hartman

PB (Publications) - Howard Friedman

## From The Fo'c's'l:

As you may have noticed, I have changed the title of this page. The previous name, “From The Editor”, just didn’t sound very nautical. Having recently watched a 1951 movie\* involving the (British) Royal Navy at the time of square rigged sailing ships (1800’s), I chose the name Fo’c’s’l (Forecastle). Like some other nautical words, (i.e. “bowline”, “gunwale” etc.), it’s pronounced differently than its spelling. The *folk-sel* refers to the cabin furthest forward. Today, the term is generally used to mean the crew’s quarters forward. Since I am a “crew member” of our division staff and my desk is my “quarters”, the word seems appropriate.

In this issue you will find the first of what I hope will be many new features. This one is the Puzzle Page(s). This feature includes a crossword puzzle and a wordsearch puzzle. Although those of you who are experienced “wordsearchers” may be a bit disappointed that the puzzle has no mystery word to decipher, those new to this type of puzzle will be happy to learn that none of the words have letters arranged in reverse order. How are puzzles related to boating? Try them and see.

As always, if you have any ideas which will help me improve our newsletter, please do not hesitate to send it/them to me. Thank you.

Respectfully,

*Howard*

\* “Captain Horatio Hornblower” – Gregory Peck

# July 4<sup>th</sup> Fireworks over Delaware Bay

Photos by Joe Giannattasio and Victoria Wells-Manlandro (8-2)

What would a Summer Issue be without an article that didn't include July 4<sup>th</sup> Fireworks? Normally at the end of an event, but just to be different, I've placed this article at the beginning.

The below photos are shots of the Lower Township Fireworks Display over Delaware Bay.

The fireworks barge is set up just off the beach of North Cape May about a mile north of the Cape May-Lewes (DE) Ferry Terminal and it's the job of the Auxiliary members to assist spectator boats in finding safe areas from which to view the "action."



Before getting underway, Joe Giannattasio takes the opportunity to review materials with Crew Trainee Peter McBurney (8-2) in preparation for his future QE Dockside Quiz and Check Ride.

Auxiliary vessel with members from FI.82 watch for spectator boats wandering too close to the "falling cinder area."



# Helo exercises give beachgoers a seaside spectacle

Coast Guard practice drills draw spectators, help helicopter rescue crews sharpen skills -

By MARTIN DeANGELIS, Staff Writer, Press of Atlantic City Saturday, July 21, 2012

The helicopter hovers maybe 30 feet over the boat, seemingly motionless in mid-air.

But the Coast Guard chopper's propellers are whirling through the air about six times per second, fast enough to kick up a misty cloud of water that sprays off the bay below.

So on the boat deck, Scott DiStefano, Bill Hannan, Steve Wilder and Jim Haag are getting soaked - even in their rain suits - as they strain to pull in the basket the helicopter crew drops down to them. The team on the boat handles the basket, then sends it back up to the chopper.

But it's empty, because there was nobody in trouble on this 27-foot boat, nobody who needed an emergency Coast Guard rescue on this gray, windy day. This was just a drill, a practice session for the crew of the short-range, search-and-rescue helicopter.

The helicopter crews practice those skills sometimes with Coast Guard boats, sometimes with contractors from Tow Boat U.S., the rescue company, and often with members of the Coast Guard Auxiliary, area residents who volunteer to go out on the boats to be part of the drills.

Scott DiStefano, of Linwood, is a real-estate agent in Brigantine in his day job. But over the past four years, he figures he has been coxswain of an Auxiliary boat for about 75 helo-ops runs, a dozen or so this year alone. "Some days we do one helicopter, and some days we do up to three," says DiStefano, 53, a veteran of 35 years of boating. "We also have to do night training."

Being on the boat with a helicopter hanging overhead - at anywhere from 10 to 100 feet - is never especially pleasant for the crews on deck. They all wear rain suits because of the rotor spray, although they need full survival suits when the water temperature is below 60 degrees. Plus it's hard to see, because the flying water also quickly covers up their safety goggles.

"And you can't hear anything," adds Bill Hannan, of Brigantine, a builder when he isn't being an Auxiliary crewman. They're all wearing ear protection, which they need because the helicopter is so loud when it's hovering right above their boat.

"Secure all loose objects, lower any antennas on the boat, remove all jewelry," DiStefano says, from memory, because he has heard it so many times. But he couldn't hear any of that with the helicopter in actual rescue position



## Helo exercises (cont'd).

"When they're right overhead, you can actually count the rivets in the chopper's body," says Walt Alsegg, 69, of Somers Point, who is in charge of the Auxiliary's Helo-ops program, which includes 20 volunteers from seven different Auxiliary flotillas in New Jersey and Pennsylvania.

The teams usually do their drills 1 to 3 miles off the coast, and when they happen off of Ventnor, a regular spot for its convenience from both the Atlantic City air and boat stations, the sessions regularly attract groups of people on the Boardwalk, speculating on why that helicopter out there is flying so low and staying for so long. The civilian consensus is it must be a rescue. And some days, there are rescues needed right off the beach, but far more often, these events are drills. "We train effectively every single day," says Nick Ameen, a USCG spokesman. "Semper Paratus," or "always ready. ... That's not just some words. That's how we operate."

On this recent day of drills on the bay, the first helicopter is finished its routine. The rescue basket has gone down to the boat and come back empty, the rescue swimmer has dropped out of the helicopter and been pulled back in and the other drills are done. So the pilot finally lifts out of his steady hover and pulls away, heading back home. Shortly after it leaves, a second chopper flies onto the horizon and heads for the Auxiliary boat, getting ready to hang overhead and practice another run of rescue techniques.



Left - From the helicopter, flight mechanic Brandon Nowicki lowers a rescue basket to the 27' Coast Guard Auxiliary boat below during a Coast Guard training session in Absecon Channel between Atlantic City and Brigantine.

# DUN, dun, DUN, dun: Shark-Attack **Mystique**

North Cairn, Portland Press Herald Updated: Jul 20, 2012

(**Highlighting** by SO-PB.)

PORTLAND, Maine -- The great white shark can rocket through water at 35 mph, kill its prey with frightening speed and efficiency -- and awaken in humans the stuff of nightmares.

"The shark is from under the water (and) it **represents the unconscious** ... a domain we're afraid to explore, symbolically speaking," says Rick Bouchard, a clinical social worker in Portland and a Jungian analyst in training.



Walter Szulc Jr., in kayak at left, looks back at the dorsal fin of an approaching shark at Nauset Beach in Orleans, Mass. in Cape Cod.

AP Photo/Shelly Negrotti

That fear was triggered recently by reports that a great white shark stalked a kayaker off a beach in Orleans, Mass., on Cape Cod, and that another attacked a person in the waters off Santa Cruz, Calif. That shark attacked -- or at least nipped -- a kayak without harming the paddler. Still more reports lay blame on great whites for the slaughter of seals off Truro, Mass., also on the Cape, and alleged sightings have occurred several times in recent years in other towns along the peninsula.

Problem is, after the tide of public hysteria ebbs, it turns **out the sharks in question often are not great whites and likely pose no threat.**

Shark attacks "are very uncommon," according to Aimee Hayden-Rodriques, aquarium manager and state science educator at the Maine State Aquarium in West Boothbay Harbor.

Of the more than 375 species of sharks found in the oceans, roughly 30 species -- less than 10 percent -- have been reported to attack humans.

Fifty-three shark attacks were reported in the United States in 2000, and **only one was fatal.** In 2011, there were 29 attacks **and no fatalities reported,** according to the International Shark Attack File at the Florida Museum of Natural History.

This great white shark measuring about 12 feet was spotted about 100 yards off of South Beach in Chatham, Mass.

In the widely publicized event on Cape Cod, the shark trailing a kayaker, some shark experts believe, was **a generally harmless basking shark** -- still the second-largest fish in the world, often measuring 25 feet long at maturity, but **not aggressive toward humans.**

The basking shark, which is found in temperate waters around the world, including the Gulf of Maine, is mostly disinterested in human beings, marine biologists say. **It feeds on plankton**, the tiny organisms that are the foundation of the ocean food chain.

**With great whites, what we don't know is scarier** than what we discover through study and experience, Hayden-Rodriques said.

"People panic," she said. "It's crazy." To Mae Taylor, a marine biologist and adjunct professor in biology at Salem State University in Salem, Mass., **"It's fear of the unknown."**

In reality, Taylor said, **sharks are the most important fish in the ocean** because they cull the weak and sick fish and marine mammals that require less energy to hunt and kill.

Although the great white can be found in the Gulf of Maine, the chance that a person will see one -- let alone get up close and personal -- is small. **Usually, great white sharks stay farther offshore**, in waters 750 to 1,000 feet deep. Frequently, they roam over huge territories, traveling thousands of miles every year.

No one knows for sure what causes the shark -- the great white tends to be solitary -- to come **close to shore or near beaches where people congregate**. **One theory is that it may be pursuing seals**, a delicacy for great whites, or following schools of fish on which it customarily feeds -- pollock, for example.

Sometimes the only way a shark can sense the difference between a human and its customary prey is by biting -- a sign Hayden-Rodriques takes as an explanation for **why, worldwide, most people attacked by sharks survive**. "Our blood tastes different than fish blood," she said, and presumably isn't part of their preferred diet.

The element of surprise doesn't make the confrontation easier, or safer. Since large sharks are seldom seen along beaches, **the rare instance provokes a lot of fear** and reawakens outdated, misinformed ideas about them.

Then, too, there's **the "Jaws" effect**. "Jaws," the 1974 novel by Peter Benchley and the movie version a year later, recounts the story of a great white shark that preys on a small resort town and the voyage of three men who hunt it down.

"'Jaws' did terrible things to sharks," Hayden-Rodriques said. Both a literary and cinematic hit at the time, **the images of that great white imprinted a whole generation** -- and their children -- with terror about a creature **that rarely attacks people**.

"But being cautious of things bigger than us that we don't understand, in an environment we don't understand," makes good sense, she said. Most campers, for example, know what animals could pose a threat to them, and they plan accordingly, even identifying a possible escape route from predators.

But the sea is not the human world. "Humans kill **millions** of sharks a year."



## Two ATON Patrols – July, 2012

The primary objective of the two Division 8 “ATON Patrols” on which I took part last July was to photograph and make note of every lighted day beacons (aka channel markers) along the ICW. Secondly, we were to shoot and note beacons with obstructed day boards (usually bird nests).

But the patrols were not the entire job. Afterwards, on their computers, the FSO-NSs are faced with a very time consuming task – the cropping and renaming (based on their numbers on the Light List) of each photo. Finally, the photos will have to be burned onto CD discs and sent to our SO-NS for distribution to the appropriate USCG offices.

The first patrol, from Somers Point to the south end of Ocean City, was with members of Flotilla 8-1 – Bob Babezki (coxswain), Art Zack (owner, crew, & photographer), & Ray Mateer (crew).

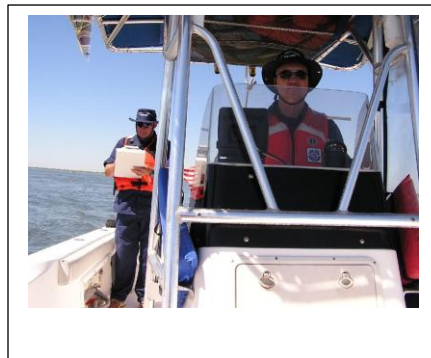
The second patrol was from Wildwood to Sea Isle City. Using crewman Fran Krajewski’s newly certified AUXFAC, Tom Palmer, also from Fl. 8-3, doubled as my crew and ATON recorder.

(Note the rotation of crew duties during the patrols.)



Art Zack “shooting”

a lighted green ICW day beacon and an “obstructed” red day beacon.



Helmsmen: Ray Mateer;

Fran Krajewski ;

Tom Palmer.

# Proper Saluting

With several Change of Command (COC) ceremonies taking place this summer at USCG facilities within our division, our SO-MT, Ken Wilde (8-1), thought that a Member Training (MT) review about proper saluting technique would be an appropriate topic for July's division meeting. Ken asked David Wilson, VFC of Flotilla 8-1 and former National Honor Guard instructor to make the presentation. For twenty minutes we sat mesmerized as David, mixing humor with seriousness, first provided us with a brief history of saluting, continued on to explain the component movements and common errors of both the maneuver and the commands, and then concluded by calling us all to attention for some practical experience.

(Fig. 1 – British crewman saluting, circa 1800s. We've come a long way.)

On the next page is the section for Proper Saluting from our AUXILIARY MANUAL.



Fig. 1



## Proper Saluting (cont'd)

AUXILIARY MANUAL COMDTINST M16790.1G (page 12-5)

### A.7. Proper Salute

When covered in uniform, the hand salute is correctly executed by raising the right hand smartly until the tip of the forefinger touches the lower part of headdress or forehead, above and slightly to the right of the right eye, thumb and fingers extended and joined, palm down, upper arm horizontal, forearm inclined at forty-five degrees, hand and wrist straight. At the same time, one's head is turned toward the person being saluted. To complete the salute, the arm is dropped to its normal side position and eyes are turned to the front.

### A.8. Saluting Errors

Some of the more frequently observed saluting errors include:

- a. Failure to hold the position of the salute until it is returned by the person saluted.
- b. Failure to look at the person or colors being saluted.
- c. Failure to assume the position of attention when saluting.
- d. Failure to have the fingers, hand, and arm in the proper position for saluting as mentioned in the previous paragraph.

Gross errors include:

- a. Saluting with a cigarette in the hand or mouth.
- b. Saluting while the left hand is in a pocket.
- c. Returning a salute in a casual manner.

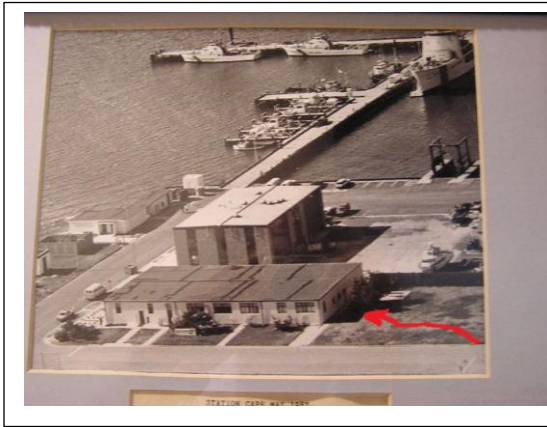


# USCG Station Cape May – 2012

## A New Facility and A New Commanding Officer

The old one story Station Cape May building (red arrow in below picture) is now a parking lot. It has been replaced, on the previously empty adjacent lot, with a much larger, modern two story structure. (The brick building still standing is Industrial Support Detachment (ISD) Cape May. It's used for maintenance.)

The new Multi-Mission Building not only houses the facilities and offices for Station Cape May, but also includes offices for all three 87 foot cutters, the Sector Delaware Bay Vessel Boarding and Search Team, and the Aids To Navigation Team (ANT) Cape May.



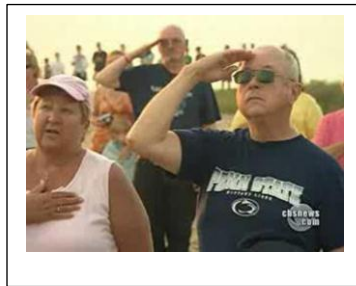
In July, Flotilla 8-3 held it's monthly meeting in one of the hi-tech training classrooms on the second floor of the Multi-Mission Building. Attending our meeting was the Station's newly appointed Commanding Officer (CO) Lt. Scott Farr. Before taking us on a comprehensive tour of the new facility, Lt. Farr held a Q & A session with our members. A former member of the USCG Honor Guard, his previous duty station was the USCG District 5 Command Center where he served as a Command Duty Officer and Operations Unit Controller. Learning that he has been in the Auxiliary since the age of 17 was an unexpected pleasant surprise. For me, that is just another reason to make sure I perform in ways that continue to shed only a positive public light on the Auxiliary.



## Sunset Ceremony, Cape May Point, NJ

Early in July, CBS TV News ran a report about the Sunset Ceremony, an event that's been going on in a beach town in our division seven days a week from Memorial Day to mid-October. Eighty-nine year old Marvin Hume has been running the ceremony for the last 38 years. That adds up to nearly 6000 ceremonies. The event is booked every night through this summer and next summer, as well. Hundreds of people attend each night. For families wanting to honor their heroes, a casket flag is raised each evening, a different flag for each service member.

It's another reminder that the Fourth of July is more than just a long summer's weekend.





# Sunset Ceremonies For Two Flotilla 8-6 Auxiliaries

Reported by Lou Hahn

For the last two years, Flotilla 8-6 paid tribute at Sunset Ceremonies to two of their own members who had “passed over the bar.” Honored last year, was Bernard “Buddy” Armstrong.

On Saturday, June 9, 2012, the flotilla honored, Gordon “Gordy” Lusky. Gordy served in the U.S. Army Air Corps during World War II from 1942 until 1950. In the USCG Auxiliary, he obtained the status of AUXOP and was a member until his passing at age 90. Flotilla members served as the Guard of Honor at the Ceremony.



## “A Night In Venice” – More Than Expected

The theme for this year’s “A Night In Venice” (NIV), was “Do You Remember When?” After the thunderstorm that dumped 1 ½” of rain in about 20 minutes, thankfully after the procession had ended, many of the soaked spectators and participants will remember this year’s event for some time to come.

Most of the evening, however, was once again a fun-filled experience for boaters, spectators, and, of course, the party crowd. The line of more than forty (sixty were registered) colorfully and musically decorated boats, large and small, putt-putted along the Intracoastal Waterway (ICW) and through the harbors and lagoons that permeate the northern half of Ocean City, NJ. But the boats were only part of the evening’s attraction. They cruised past more than two miles of lavishly decorated and brightly lit bayfront homes and condo complexes, residences at which food abounded, music blared, and where families and friends recaptured old memories and created new ones. That was, until the rains came. But, after the quick hitting thunderstorm headed out to sea, the party activities resumed and a good time seemed to be had by all.

This event, coordinated by Ocean City Public Relations Director Mark Soifer, is always an enjoyable experience for the 100,000 guests that come to this island town for this gala mid-summer celebration. However, many of these revelers do not realize how much work goes into insuring their safety by the men and women of the USCG Auxiliary. These volunteers spend many hours behind the scenes assisting the US Coast Guard (USCG) and the NJ State Marine Police (NJSMP) out on the water.

The Auxiliarists arrived at USCG Station Great Egg (GE) at the north end of Ocean City, the beginning of the boat parade route, about two hours before the starting time. There, in addition to receiving their instructions from Station Commander BM1 Peter Loreaux and ASO-OP Walt Alsegg, they shared a much deserved BBQ with their professional colleagues.

Many Auxiliarists at this year’s parade were veteran NIVERS. Terri Pierce (8-1), again served as NIV Watchstander at the Station’s Comms Center. As he did last year, Walt Alsegg (8-1) coxswained the parade’s lead boat, the Auxiliary’s 27 foot UTL that he and his crew of Ernie Phillips and Eileen Koehler, both from Fl. 8-4, drove up the previous day from USCG Station Atlantic City (AC). Joining them onboard was CGIS Special Agent Kevin Walsh.

Manning the three other Auxiliary Facility patrol boats were:

Bob Babezski (coxswain), Art Zack, Dick Sorokin – from Flotilla 8-1;

Lew Branin (coxswain), Ed Henne, Charles Wilkens – from Flotilla 8-1;

Mike McKenzie (4-8) (coxswain) and Bob Fritz (4-9). This was their 25<sup>th</sup> patrol at NIV.

All involved should feel a huge sense of pride at the very important role the USCG Auxiliary played in making this night on-the-water event a safe memory for all.

P.S. At past NIVs, I have had the privilege of meeting, in a civilian setting, the newly assigned CO at Station AC. This year I met Lt. C.K. Moore, the former Aide to the Atlantic Area Commander, who stopped by with his family to join other off duty personnel enjoy the festivities

P.P.S. Joe Skutlin (8-1) provided the following link for the list of boat and home decoration winners:

<http://www.ocnj.us//index.cfm?fuseaction=content.pageDetails&id=4052&typeID=157>

# “A Night In Venice” (Four Pages of Photos)

Here, mostly in chronological order, are some photos that reflect the happenings of the evening.



From king crab legs to ‘dogs.



Chowin’ down.



New CO, Lt. C.K. Moore



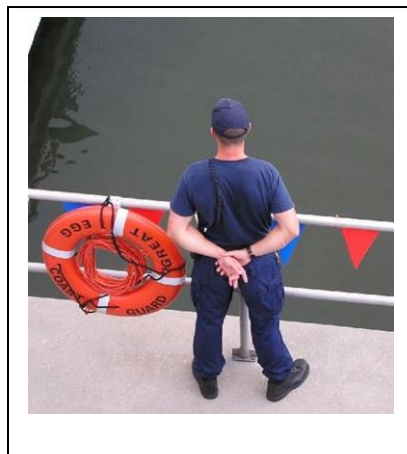
Terri at the mike.



Coxswains meeting.



Getting ready to get underway.



Patrol Commander BM1 Peter Loreaux

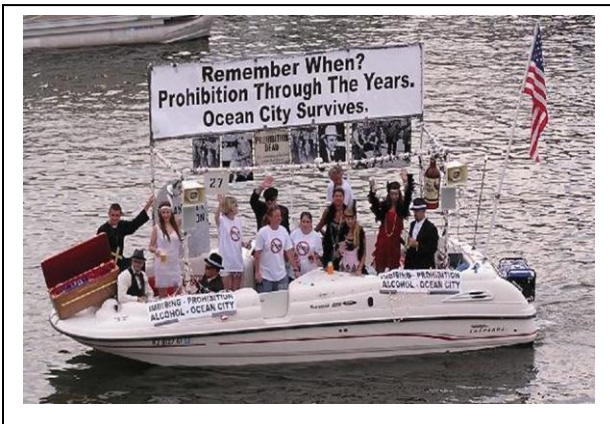


# “A Night In Venice” (cont’d)



Auxiliary UTL leads the parade.

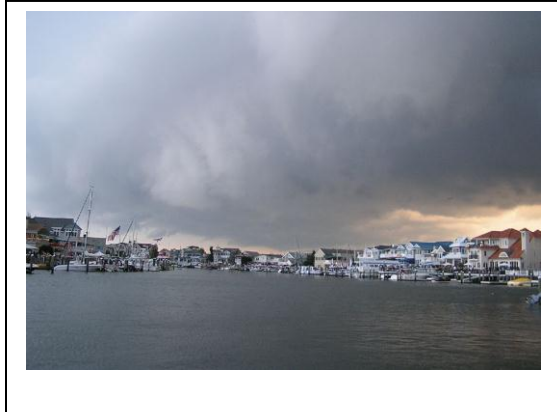
Miss New Jersey



“Remember when?” Some needed signs,

others didn't.

# “A Night In Venice” (cont’d)



Afterwards, an unexpected 'guest' arrived, in a hurry,



With a 'gift' that made everyone scurry for shelter.



## “A Night In Venice” (cont’d)



“Restricted Visibility” – 20 min. of rain and wind.

1 ½” of summertime precip.

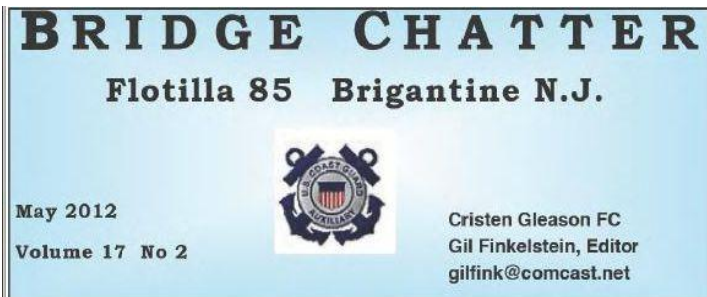
(see green arrow above)

# The Flotilla Newsletters of Division 8



A pelorus is an instrument used for taking relative bearings. Hence, getting the correct bearing on things is an fitting title for Flotilla 8-1's newsletter. It was named by Dick Keast in 2005.

"Channel 82" is Flotilla 8-2's aptly named newsletter. Coincidentally, it's also the same VHF channel used explicitly for Auxiliary communications.



In 1995, while also editing the *Division 8 Mariner*, Gil Finkelstein began and named Flotilla 8-5's new newsletter, "*Bridge Chatter.*"

Flotilla 8-6's newsletter was created in 2004 by current FSO-PB Jim McCarty. 8-6's FC at the time, Jake Lincoln, asked Jim to create a newsletter that would help develop a bond among members, encourage everyone to participate in Auxiliary activities, and celebrate the accomplishments and achievements of the members. Jake chose the name, "*In The Lee Of The Longboat*", a phrase that dates back to the 19<sup>th</sup> century when whaling boats and other vessels carried longboats to assist in their fishing trade and to serve, if necessary, as life boats. The longboats were stored on deck and off-duty crewmembers would often gather on the leeside of these boats where, protected from the cold winds that would sweep across the deck, they would socialize and engage in "scuttle-but", the latest news, rumors, etc.



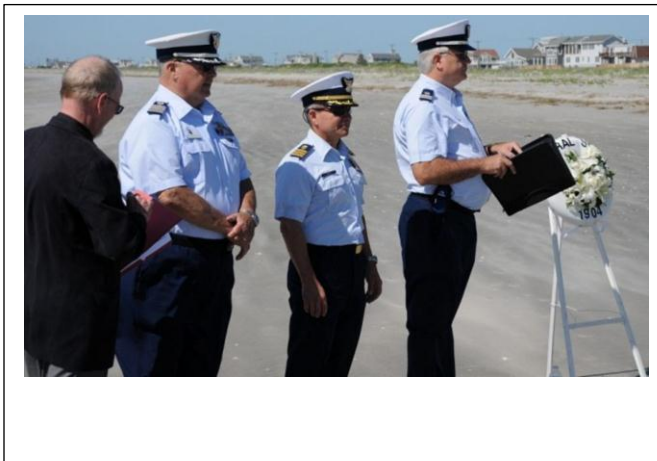
# The *PW General Slocum* Memorial Service

by ADSO-PA Bob Babezki, FL 8-1

On Saturday morning, June 15<sup>th</sup>, 1904, the steam paddlewheeler, *PW General Slocum*, departed from its dock with over 1,300 passengers. Most of them were women and children from St. Mark's Lutheran Church in Lower Manhattan, NYC. Twenty minutes later, a fire started in the boiler room and quickly spread towards the aft part of the vessel where most of the passengers were. Panic quickly ensued. The safety equipment aboard the *PW General Slocum* that day failed completely. Lifejackets fell apart. Lifeboats were painted in place. Fire hoses came apart when pressurized. There had been no fire drills for either the passengers or crew to let people know what to do in the event of an emergency. The result was the loss of over 1,000 lives. In effect, this disaster destroyed the St. Mark's congregation. This disaster marked the largest single loss of life in the City of New York, only surpassed by the September 11, 2001 terrorist attacks.

Each year, members of the Coast Guard Auxiliary, the U.S. Coast Guard, and the general public participate in a memorial service remembering those who perished on the *PW General Slocum*. The ceremony is held on the beach in Strathmere, NJ near where the remains of the *PW General Slocum*, converted to a coal barge after the fire, sank in a storm in 1911.

This year's memorial service held on Friday, June 15<sup>th</sup>, included members of Flotillas 81, 83, 84, and 33. After a fly-over by a USCG helicopter, the following participated in the beach ceremony: Mayor Richard Palombo of Upper Township, Rob Geist of Congressman Frank LoBiondo's Office, Auxiliary District Captain-East Gene Morris, USCG Commander Terry Johns, Director of the Auxiliary, and Reverend Gary Salmon, Director of Family Promise of Gloucester County.



L to r: Rev. Gary Salmon, District Capt- E Gene Morris, DIRAUX Commander Terry Johns, and ADSO-PA Bob Babezki.



District Capt- E Gene Morris addresses the assembled public. Behind him are members of the District 5NR Honor Guard. From right: John Jedrejcyk, ADSO-PA; Chris Gloede, VFC FL 8-3; Tom Klein, FC FL 8-4, and Marshall Edelman, VFC FL 13-7.



## A Near Miss

Photograph by Ernie Phillips, IPFC Fl. 8-4

One of the state's largest Fourth of July parades takes place annually in the town of Smithville in Galloway Township, NJ. Participation in this year's parade would have marked Flotilla 8-4's fifth consecutive year. However, it was not to be. The storm that blew through Atlantic County in the early morning hours of June 30, 2012 knocked down several huge trees in the backyard of Ernie Phillips, owner of the AUXFAC used in the parade. Luckily, the falling of the trees caused no injury to anyone and no damage to the residence or vessel. However, it did block the driveway, making it impossible to use the boat for the parade.

Hopefully, the tree will be removed and, as they did last year, Ernie's AUXFAC and members of Flotilla 8-4 will be part of the second annual "Atlantic City Salutes America's Armed Forces Boardwalk Parade" on Wednesday evening, August 15, 2012 at 6:30 PM.

The Atlantic City Air Show follows two days later on Friday, July 17, 2012. Weather permitting and if all goes well, we will have terrific photos of both events in the next issue.



# **SAR Incident 6/11/12**

**by Walt Alsegg ASO-OP**

On Sunday night 6/10/12, I received a call from LDCR Craig, CO of Sta. AC, who said there was a 10 year old boy missing along the beach in Atlantic City. The youngster and his family had gone swimming after the lifeguards went home and got caught in rip currents. Bystanders were able to pull the rest of the family out. LDCR Craig had crews out searching but they would be reaching their fatigue limits and he requested Auxiliary assistance for a search at first light on Monday.

Luckily, our Auxiliary Helo Ops team consisting of Gil Finkelstein (8-5), Alan Moose (8-5), and Ernie Phillips (8-4) were already lined up to do a routine two boat drill with the station on Monday 6/11. I informed them of LDCR Craig's request and asked them to report in time to get underway at 0600. Upon arrival at the station, it was determined that we were now in a Recovery Mode rather than Rescue Mode and would do a Two Boat Parallel Shore Line Search. (see diagram next page)

Seas were 3 feet+ The tide was outgoing. Winds were from the NE, at approx. 10 knots.

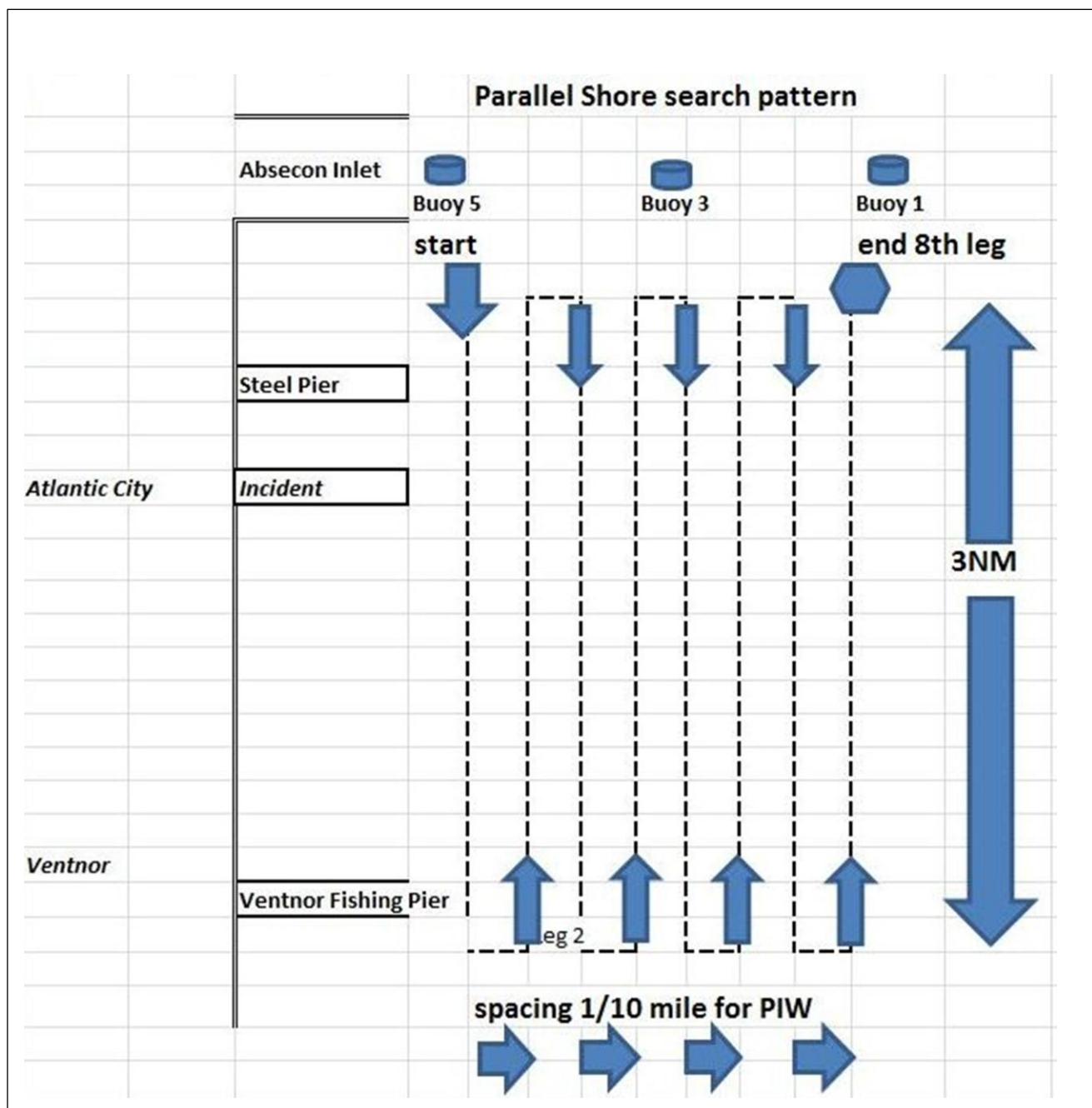
We got underway at 0605, along with the station's 47' MLB (Motor Life Boat). A Coast Guard helo was already overhead conducting a search pattern. We began our search pattern heading south from Absecon Inlet parallel to the beach towards the Ventnor Fishing Pier. During the evolution, each of us had several false sightings, consisting of mylar balloons, floats, and other floating debris.

Six hours later, after conducting 12 legs, we returned to the station with negative sightings. In the afternoon, two more 25' patrol boats one each from Station Atlantic City and Station Great Egg resumed the search. It was suspended at approx 1745 hrs.. The body of the boy was finally recovered on Wednesday, 6/13/12 off the beach in Margate, the town south of Ventnor.

## Points to emphasize:

1. Always have your facility fully fueled. The CG requires us to maintain 95% of the tank on the UTL(Utility AUXFAC used for helo ops). We burned 30 gallons during the 6 hours we were out.
2. Have snacks ready to go. We keep a case of water on board for helo ops routinely. I grabbed crackers and peanut butter out of my pantry going out the door.
3. Rotating Crew (as it explains in the manual) is vital. Due to the seas and working close to shore, driving the boat was very tiring so each person had a turn at the helm, and relief from lookout duties.
4. Know how to operate your GPS. The "track feature" was critical for this pattern. But do you know how to measure distance? We used our VRM (Variable Ring Marker) on radar to determine spacing, but many GPS chart plotters can measure distance. For a person in the water (PIW), the leg separation is 1/10<sup>th</sup> of a mile.





Speed: 8 – 10 knots

PIW = Person In Water

Time per leg: 20 minutes

After 8 legs, re-set and start again.

Because most of us drive a vehicle to get to our boat and since a day on a boat lessens our reaction time on the drive home, the safety items edited from the following article would help insure the well being of our members before and after a day of boating, and beyond.

## 4 things you didn't learn in driver's ed

By Mac Demere | *Popular Mechanics* – Mon, Jul 16, 2012

(Mac) teaches at B.R.A.K.E.S., a nonprofit advanced teen driving school founded by drag-racing champion Doug Herbert after both of his boys died in an avoidable accident. Here are a few of the school's advanced driving techniques that you can teach yourself... on a little-used dead-end road or other safe location at low speed.

### **Use Those Brakes for Goodness' Sake**

Many people simply don't realize the amazing capability of ABS (antilock braking systems). If you haven't practiced a full-on ABS stop, you might smash into an easily avoidable obstacle because you don't know that you can avoid it.

To tap the full power of ABS, I teach my students "stomp, stay, steer." First, stomp—hard—on the brake pedal. Pretend there's a photo on the pedal of your ex who fooled around with your best friend. Second, stay—again, hard—on the pedal. Ignore nasty sounds and the pulsations from pedal. You are not hurting the car. (When teaching ABS to the mothers of the B.R.A.K.E.S. students, yelling "Push, push, push!" works well.)

Finally, steer around the obstacle. The wonder of ABS is that it allows turning while braking, a skill that takes race drivers (who aren't driving with ABS) years to develop. Just remember that a little steering goes a long way: One big problem with ABS is that drivers turn the wheel too much and then release the pedal before centering the steering. Do this while the vehicle is still moving and it will dart into either oncoming traffic or a roadside ditch.

### **Remain Calm**

Speaking of overcorrecting: A common cause of highway fatalities is a driver jerking the car back toward his or her lane after running partially off the right side of the road. It's especially common on rural two-laners. The sad thing is that these accidents and deaths are unnecessary—you don't need to pull hard to get the car back in your lane. The vehicle's left-side tires offer more than adequate traction except in the rarest of situations.

So if your mind wanders for a second (or you looked down at the incoming text on your phone) and your passenger's side wheels drop off the road, remain calm. Ease off the accelerator, allow the car to slow down on its own, look ahead for a safe place to return to the pavement, and gently move the steering wheel to the left to ease back into traffic. Avoid the brakes unless there's a damn good reason to get off the shoulder, such as an upcoming bridge or parked car, and then use only light braking. Practice this at about 20 mph if you want to get the hang of it.

# 4 things you didn't learn in driver's ed (cont'd)

## Use “Thumb Hangers”... and Forget “10 and 2”

A cop I know was once fiddling with the in-car computer with his right hand while driving the car with his left hand at 12 (the top of the steering wheel, for those of you young enough to be unfamiliar with analog clocks. We know you're out there.) When the distracted police officer smashed into a stopped car, the force of the airbag deployment flung his hand back into his face, and he broke out his front teeth with his own hand.

That, my friends, is why you don't drive with a hand at 12 o'clock. The 10 and 2 position, once the common wisdom of driver's ed classes, is also dead (or at least it should be) thanks to airbags. The proper position is 9 and 3. ( The Italian-esque 8 and 4 is more than acceptable.) Don't do those hand-over-hand turns anymore, either.

Most modern steering wheels have "thumb hangers" that naturally put your hands at 9 and 3 so you won't smack yourself if an airbag deploys. Below 14 mph (the approximate speed for airbag deployment) I don't care where put your hands. Nor will I get bent out of shape if you cross over 11 or 1 in an urgent situation. But my students need a good reason to cross 12 o'clock.

## Train Yourself to React

Even the most cautious and conscientious driver will eventually face an emergency skill test. If you don't train for it, you'll fail. (Archilochus, a Greek soldier-poet, said this 2800 years ago. )

I see this all the time during a B.R.A.K.E.S. exercise that requires an urgent lane change. Our course features a single lane of traffic that widens out suddenly to three, and then narrows again to one just as quickly. Although there are no other cars on the road during our tests, I tell the kids to imagine it this way: Granny has stopped abruptly in the center of a three-lane road. In the hypothetical scenario, two Ford Expeditions are tailgating her car. When she hits the brakes, one dodges to the left, the other to the right, revealing the car stopped in the center lane. Even if the student has left a safe following distance, she's left with two seconds to take action.

It's a valuable test, because even good drivers will probably do nothing but smash into the back of the car if they haven't prepared for this—there's just not enough time to think and then react. When students do the exercise properly and quickly veer into one of the neighboring lanes to avoid danger, the tires barely moan and the car remains stable.

# Avoiding Collisions with Kayaks

by Bruce White DVC-BL

In the past few years, there have been several tragic examples of small boats, notably kayaks, which were run down by larger, fast-moving boats. A group of prominent engineers recently presented the paper, "Visibility Factors in Small Boat Collisions," at the 2012 International Marine Forensics Symposium sponsored by the Society of Naval Architects and Marine Engineers. This paper offers some good suggestions on how to avoid being run over in smaller boats-kayaks-and, conversely, how to avoid running over small boats.

The suggestions on how to avoid being run over were based on a series of tests on the water using volunteers in kayaks and powerboats.

Researchers found that kayaks aren't likely to be spotted by a powerboat until they're a quarter-mile away, which can quickly lead to an "extremis condition." The sooner a small boat is spotted, the better.

Seventy-five percent of the powerboat operators first reported seeing "paddle flash" when they saw the boat. A white or light colored paddle blade was much easier to see than a dark blade. The remaining 25 percent saw the luminous jersey that was being worn by the volunteers.

Among the recommendations to kayakers-

- 1) Carry an audible signaling device.
- 2) Wear fluorescent life vests or shirts.
- 3) Use paddles with white or light colored blades.
- 4) Avoid kayaking in areas with high boat traffic.
- 5) Use flags that can be mounted on kayaks.

Conversely, for owners of larger boats:

wear sunglasses;

keep a proper lookout;

be especially alert in areas where you are likely to encounter smaller craft.

# Maritime Mobile Service Identity (MMSI) Entry Required for DSC Radios to Function

From “Thru The Pelorus” – July 2012 Fl. 8-1

If you are shopping for a new DSC (Digital Selective Calling) radio for your vessel, be forewarned that it will not transmit any DSC call until you obtain and install your nine-digit MMSI (Maritime Mobile Service Identity). The radio’s use manual must be carefully followed during installation, and great care must be taken when inputting the MMSI, as mistakes are not easily corrected, if at all. Once the MMSI is stored, it should not be possible to alter it without contacting the manufacturer or possibly returning the equipment for a factory reset. Trying to save money by buying a DSC radio at a swap meet or flea market is obviously a bad idea. Purchasing a DSC radio from a reputable and knowledgeable dealer is the only way to be sure that the unit meets current requirements and will function as intended. DSC radios are programmed to display the vessel’s MMSI on start-up, so obtain your MMSI as soon as you purchase your radio. If the equipment is not configured with an MMSI, it will generate distracting auditory and visual alerts indefinitely and will not function properly. The manufacturers of DSC equipment are including these alerts to convince us to obtain and enter an MMSI so that this equipment can perform its intended lifesaving functions. A thorough tutorial on the installation and use of DSC radios is available at this Boat/U.S. Foundation website <http://www.boatus.com/foundation/dsc/player.html>, and a free registration process for obtaining an MMSI is available here: <http://www.boatus.com/MMSI/>.

Proper communication is so important that a little review can’t hurt. If you practice this often, it will become second nature to you and you will not be misunderstood.

	Alpha	<b>N</b>	November
<b>B</b>	Bravo	<b>O</b>	Oscar
<b>C</b>	Charlie	<b>P</b>	Papa
<b>D</b>	Delta	<b>Q</b>	Quebec
<b>E</b>	Echo	<b>R</b>	Romeo
<b>F</b>	Fox-trot	<b>S</b>	Sierra
<b>G</b>	Golf	<b>T</b>	Tango
<b>H</b>	Hotel	<b>U</b>	Uniform
<b>I</b>	India	<b>V</b>	Victor
<b>J</b>	Juliet	<b>W</b>	Whiskey
<b>K</b>	Kilo	<b>X</b>	X-ray
<b>L</b>	Lima	<b>Y</b>	Yankee
<b>M</b>	Mike	<b>Z</b>	Zulu



**U.S. Coast Guard Auxiliary Public Affairs – Bill Swank**

## **Hypothermia in the summertime? You're kidding me!**

**WASHINGTON** – Hypothermia is not just a winter danger...it's a summertime danger, too. With air temperatures climbing well into the 80s and 90s in many parts of the country, hardly anyone gives a thought to hypothermia while cruising down a river, spending hours fishing on their favorite lake, or heading out on a day-trip to the deeper waters of the Atlantic.

But the fact is water temperatures could be well below the air temperature and an unexpected dunking as a result of a boating accident could have disastrous results...particularly if you are alone.

For example, if you are boating in Miami's Biscayne Bay in mid-July, the water temperature will be in the mid-to-high 80s...and you can spend many hours immersed before the symptoms of hypothermia set in – plenty of time for a rescue.

But if you are boating on an inland lake or river, or off the coast of Long Island or New England, it's an entirely different story. In water temperatures from 70-80 degrees, exhaustion or unconsciousness can set in within 3-12 hours; 60-70 degrees, 2-7 hours, and in water from 50-60 degrees, you could be unconscious in 1-2 hours.

Once your core body temperature drops from normal 98.6 degrees to 95 degrees, your extremities are numbed to the point of uselessness – trying to fasten the straps of a life jacket or cling to an overturned boat becomes nearly impossible. Panic and shock set in, and total disorientation can occur. Cold water robs the body of heat considerably faster than cold air.

To guard against the potential for succumbing to hypothermia as a result of a summertime boating accident, the Coast Guard Auxiliary suggests:

1. Know the weather conditions before you set out...don't leave your port or dock if the weather may turn rough.
2. File a float plan to tell your friends and family where you are going and when you plan to return.
3. Always wear a life jacket while boating.
4. If you wind up in the water, try not to panic as it can increase heat loss from your body and shorten your survival time...remain in a curled up, heat-retaining position.
5. Stick with your capsized boat and try to get as much of your body out of the water as possible.
6. Avoid consuming alcoholic beverages while boating...they allow heat to escape from the body more quickly because alcohol dilates blood vessels.

# Your Place in the Sun

By Richard C. Lavy, M.D., Assistant Director,  
Coast Guard Support – Health and Safety, United States Coast Guard Auxiliary

The swift and painful result of excessive and unprotected exposure to the sun is widely known sunburn - and, in most cases, is not too severe. However, the greater hazards of repeated and long-term exposures are frequently ignored. Excessive or prolonged exposure may damage the skin, may lead to premature aging of the skin, and may result in the development of skin cancers, including malignant melanoma, whose incidence is one of the most rapidly increasing cancers in adults. Even more disturbing is that cases of malignant melanoma among young people have doubled in the past 10 years. And if that's not enough, sun exposure also can have an adverse effect upon the eyes, sometimes leading to blindness.

If you are participating in activities near the water or beach, your risks are increased because of your prolonged direct exposure **and the reflection of the sun's rays from the water**, the **sand**, or the **reflective material on your personal flotation devices (PFDs)**. However, by knowing the risks, you can minimize your exposure to the sun's rays and still safely participate in these activities.

First, stay in the shade whenever possible. Next, use appropriate clothing that is made of a material that is impervious to the sun's rays. Remember that clothes or hats of a loose knit or webbing may allow the sun's rays to get through to the skin or scalp.

For areas of the skin that cannot be covered, the use of an appropriate sunscreen effectively reduces the sun's effect of upon the skin. (Remember that Biminis, T-tops, canopies, and umbrellas block direct sun but not the reflected rays of the sun.) The regular use of sunscreen over the years may reduce the chance of skin damage, some types of skin cancer, and other harmful effects caused by exposure to the sun. In buying a sunscreen, be sure it protects from UVA and UVB rays. The UVA rays may contribute to skin damage and premature skin aging. UVB rays cause sunburn. The product's sun protection factor (SPF) identifies the number of times that a person's natural sunburn protection is improved by the sunscreen. Use a product with an SPF of 30 or higher.

In most instances, the sunscreen should be applied before sun exposure, rubbed in thoroughly, and reapplied every two (2) hours or after bathing, swimming or excessive perspiring. Basically, follow the directions that accompany the product.

## Your Place in the Sun (cont'd)

Although not as highly publicized, another effect of even low levels of exposure to UVB rays is harm to the lens of the eye that may lead to the development of cataracts. However, relatively simple preventive measures are available. The best protection is the wearing sunglasses with

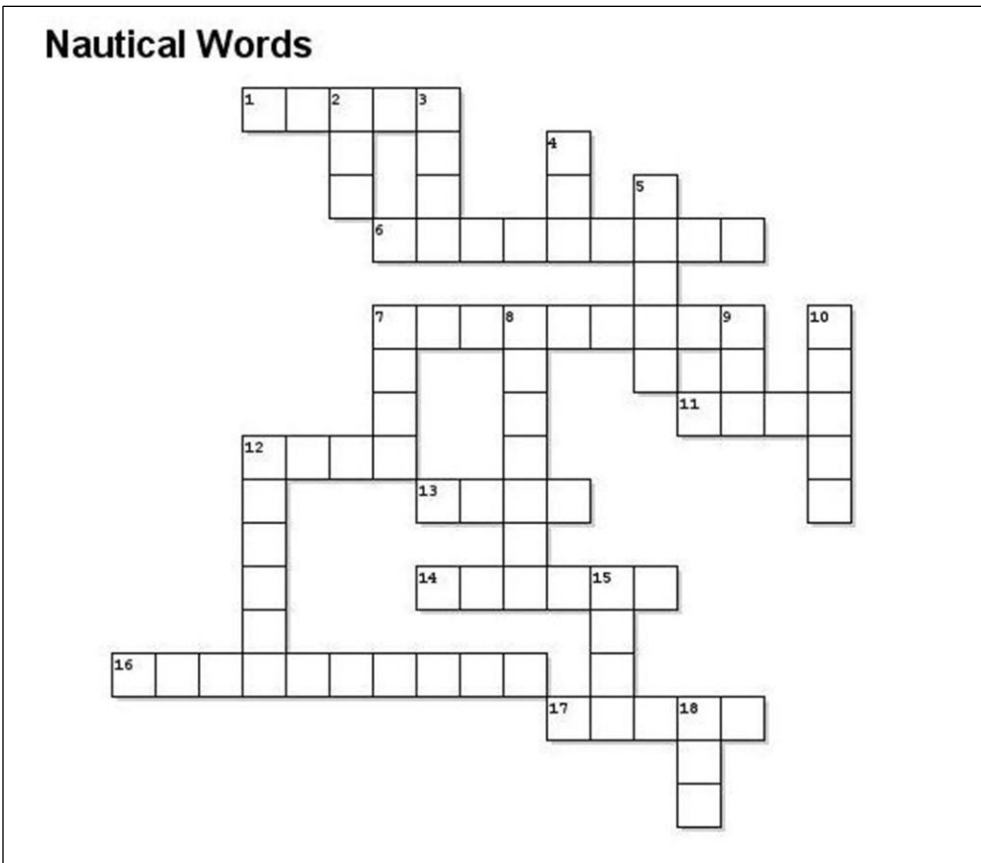
UV protection. The wearing of a cap or a hat with a wide brim decreases direct eye exposure to the sun's rays to a great degree.

There are a couple of special situations to remember. Lips also need protection. So apply a lip balm with similar SPF protection as for the skin. Also, when short pants or bathing suits are used in hot weather conditions, remember to sunscreen all bare areas.

By employing these simple control methods, you decrease your and your family's risks of current and future health problems caused by repeated or prolonged sun exposure.

# Puzzle Pages - 1

(Puzzles' Solutions on Page 34)



**Across**

- 1 Forecastle
- 6 "Red, Right, \_\_\_\_\_"
- 7 Channel marker (2 wds.)
- 11 Bowline
- 12 Sheet
- 13 Geographic heading
- 14 Victor- \_\_\_\_\_ Search Pattern
- 16 Peck role (1951)
- 17 CO @ TRACEN

**Down**

- 2 Green buoy (sl.)
- 3 Rope (naut.)
- 4 Precedes Easter
- 5 Clove
- 7 \_\_\_\_\_ Reckoning
- 8 Drawbridge
- 9 Red buoy (sl.)
- 10 "I" in ICW
- 12 "B" in EPIRB

---

**Across**

**Down**

- 15 Chart compass
- 18 Line (geog.)

# Puzzle Pages - 2

(Puzzles' Solutions on Page 34)

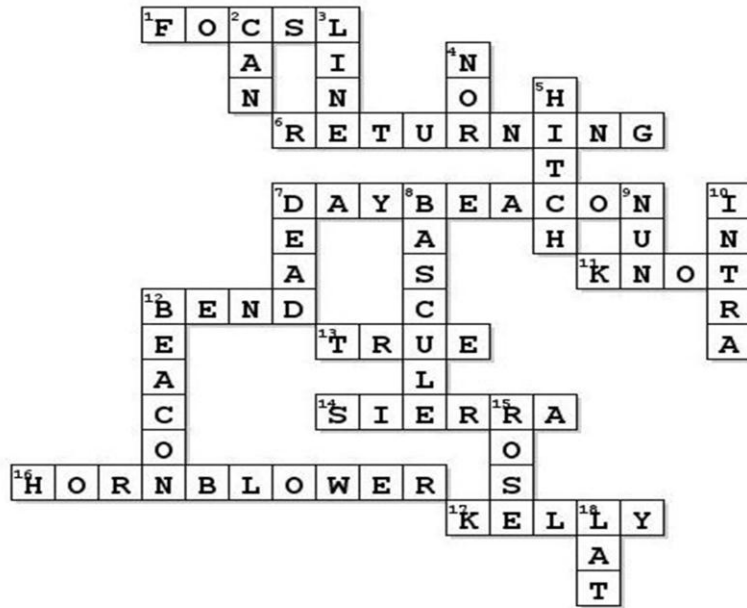
## Nautical Words

P C U R R E N T S G E Y A W N O F C O Z M F  
O R U D D E R M U P U M K W F X R L U X F J  
N H V T Z Q S G G O I A E L R E E E A Z B R  
R P H I T C H B R I G A N T I N E A M G C R  
Y T W S T E R N D R I V E E A Z B T I V V F  
E C T C I X R A M I D S H I P S O H F N H R  
W V C O X S W A I N V X L U F Y A Y B H G E  
W Q E P U N Y F L O T I L L A N R H J C K D  
D J J E E T X T M B E J S W O N D D Z T E F  
D L K L E E W A R D V P E I P D C R V L X K  
U C O F F S H O R E O V T U O O U H I T U H  
X P A T R O L N C X I A F U R N X Y O F D A  
N S T A N D O N U G T N H U T C T L W R T M  
Z R X U L D F A Z S T A R B O A R D I M M I

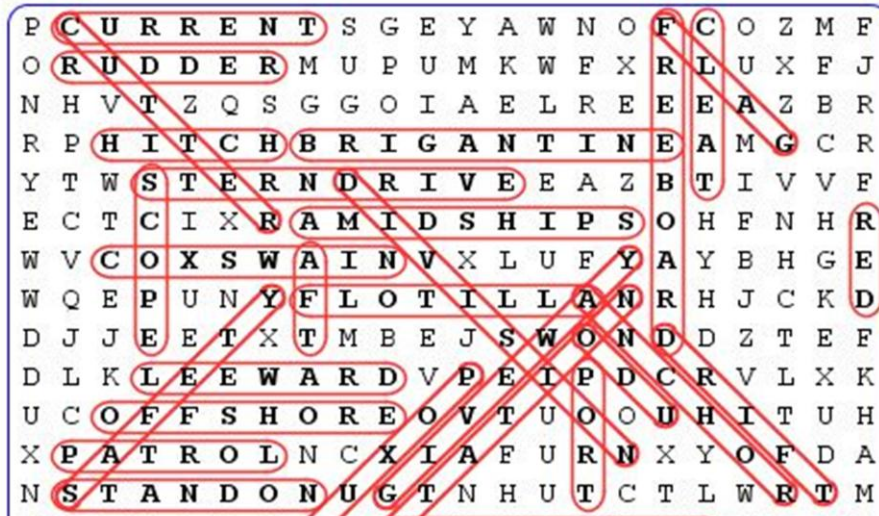
- |          |            |           |
|----------|------------|-----------|
| Aft      | amidships  | anchor    |
| auxop    | Brigantine | cleat     |
| coxswain | current    | cutter    |
| division | drift      | flag      |
| flotilla | freeboard  | giveway   |
| hitch    | leeward    | odu       |
| offshore | patrol     | Port      |
| red      | rudder     | safety    |
| scope    | standon    | Starboard |
| station  | sterndrive |           |

# Puzzle Pages (solutions)

## Nautical Words



## Nautical Words





# Happy Sailing

