

DIVISION 8 MARINER

Division Commander (DCDR) William E. Holmes

SO-PB Howard Friedman auxhf@yahoo.com

Vol. 13 No. 3

Summer 2013



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Sky-high
Help

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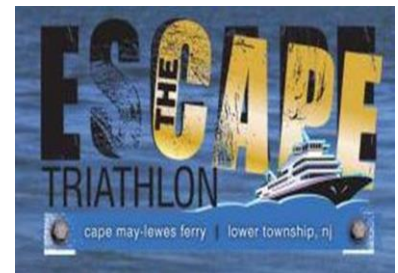
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DIVISION 8 STAFF - 2013

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*): Proper Uniforms – a personal point of view

Like many of us, I had no military experience when I joined the USCG Auxiliary. Before the Auxiliary, the only instances where I was involved with wearing a uniform was playing team sports and coaching the tennis team at the urban high school at which I taught mathematics. In those circumstances, the wearing of the uniform was not held to the same standards to which the military and quasi-military wear theirs.

Upon becoming involved in the boat crew program, I began to understand the need to appear and perform like active duty coastguardsmen when on patrol. The reason made sense. In our ODUs and being in regular communications with a proximate coast guard station, more often than not recreational boaters saw us as the real Coast Guard. Because of that, the manner in which we appear and act reflects on not just ourselves but upon both our fellow Auxiliarists and all active duty CG personnel.

Off the water, I wear my tropical blue uniform at Safe Boating Classes, when attending flotilla and division meetings, at boat shows, and at marina open houses. But, truthfully, I never quite fully understood the real reason for wearing it to our meetings. That is, until I rode with Flotilla 8-4 (Absecon Island) in this year's Annual Armed Forces Parade in Atlantic City. As we traversed the several miles of boardwalk, past the hotels, stores, and casinos, we were cheered by fellow citizens, most of who thought we were the US Coast Guard. All voiced the same sentiment, "Thank you for your service." In addition to the civilians, retired military personnel along the route rendered us proper hand salutes. Wow, was I glad that my uniform was in proper order.

It was while receiving all of those "Thank Yous" and salutes that I realized why we wear our uniforms when we appear in public. Seeing us in uniform, even if for only a moment when going to a meeting, reminds everyone not only of the good job the Auxiliary is doing for the safety of recreational boaters, but of the very important job that the men and women of the USCG, both past and present, are doing and have done to protect our great country and insure the freedoms many too often take for granted.

Respectfully,

Howard Friedman, SO-PB

3rd ANNUAL ARMED FORCES PARADE – June 24, 2013

Large photo – Press of Atlantic City website

For the third year in a row, Atlantic City’s boardwalk played host to the Armed Forces Parade on the eve of the practice day of the Atlantic City Air Show. And for the third consecutive year, USCG Auxiliary Flotilla 84 (Absecon Island) was there, in the middle of the 130 groups that participated in this gala event. However, this year, with the absence of active duty armed forces groups, the flotilla represented not only the Auxiliary but, unofficially of course, the USCG Coast Guard.

The three piece Auxiliary “float” included Neil Wannan and Pete Fuhrman in the lead car, Ernie Phillips and “yours truly” in the tow car, and Tom Klein, Joan Inman, and Rob Baker in the AUXFAC on a trailer.



DISASTER DRILL – AIR and BOAT

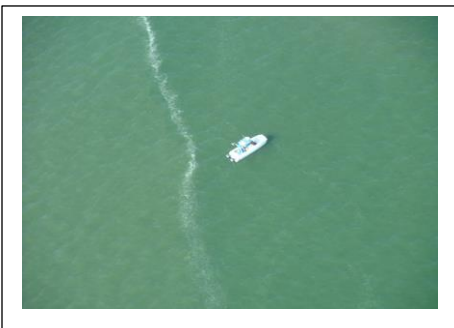
Report by Bruce J. Long DDC (R)

Aerial photos by Joe Giannastasio (8-2)

The Surface Operations program continues to reinforce training exercises between the Air and Surface programs: On Wednesday, June 5 AUXAIR, in conjunction with Surface Vessels from the Cape May area, performed a disaster drill in the Delaware Bay; the scenario simulated a Person In the Water (PIW) including debris associated with a capsized boat. Eight (8) aircraft were flown over a seven (7) hour period to determine datum, to conduct a search pattern, and successfully locate an OSCAR as well as boat debris. The flight crew also had to photograph the OSCAR/debris.

The exercise, emphasizing safety in all evolutions, allowed Surface Crews and Aviators practical exercises to perform Communications, Radio Protocol, PPE and GAR overview, Seamanship, Navigation and being able to photo document from an aircraft.

Seven of the eight sorties were able to locate these objects from an altitude of 1000 feet. The below photo of the OSCAR seen from that altitude reveals the very difficult challenge of locating a PIW from that height.



24' AUXFAC from 1000' altitude



OSCAR and "friend" at TRACEN pool



OSCAR in kayak at AC Boat Show with Cris Gleason & Alan Moose (8-5)

AUXAIR – An In-depth Look

After receiving an article about a Disaster Drill on Delaware Bay (see previous page), after reading the article about AUXAIR from the Press of Atlantic City (see following page), and having long been intrigued by the science of flight both real and Hollywood (see “Top Gun” and the four “Star Trek” TV episodes – if you haven’t already), I decided to learn more about AUXAIR. Below are some details you may find interesting.

AUXAIR is an Auxiliary operational program, but organized on a district level rather than on a flotilla and division basis. AUXAIR aviators have varied aviation backgrounds and many have prior military experience. AUXAIR aviators volunteer their aircraft for use as facilities, just as surface operators volunteer their boats.

All Auxiliary aircraft meet strict U.S. Coast Guard and Federal Aviation Administration requirements. These aircraft are inspected annually per the Commandants instruction.

Missions

AUXAIR participates in many Coast Guard missions including Search and Rescue, Ports, Waterways and Coastal Security, Marine Safety, Pollution Response, Aids to Navigation, and Ice Reconnaissance.

Pilot Qualifications

There are three qualification levels for pilots, similar to active duty Coast Guard: Aircraft Commander, First Pilot, and Co-Pilot.

Minimum requirements for the different levels for pilots are measured by Pilot in Command time and are: 1000 hours with an Instrument Flight Rules (IFR) rating for Aircraft Commander, 500 hours for First Pilot, and 200 hours for Co-Pilots.

These levels of pilot qualification are also linked to the types of missions they are authorized to fly. All pilots must pass recurrent flight checks and undergo annual safety training.

AUXAIR does not offer flight training for pilots. Rather, it builds on what certificated pilots already have learned. Pilot applicants learn about search and rescue (SAR) techniques and patterns, Coast Guard communications, and Coast Guard flight safety rules and procedures.

Pilot candidates must successfully pass a written open book test, take water survival training, and pass a check flight. Auxiliary aviators are held to high standards of training and safety. Auxiliary pilots are Pilots-in-Command of each mission.

Non-Pilot Crew Positions

Non-pilot crew positions include Observer and Air Crew. Observers must pass air operations training and egress/water survival training. Air Crew are observers with additional training and qualifications. Observers generally handle communications between aircraft and Coast Guard units, assist the pilot with navigation, keep records in the air, and focus their attention outside while searching. Observers are the payload for search missions. AUXAIR can not perform most missions without the Observer.

Observer training includes: aviation orientation, observation techniques, communications, search techniques and patterns, and safety and survival skills.

Observer candidates must successfully pass a written open book test, take water survival training, and gain experience in the air on missions, then demonstrate their skills to a First Pilot or Aircraft Commander.

Experienced Observers may be eligible to earn the Air Crew rating. The training for the Air Crew rating rounds out the Observer's knowledge with more instruction on: aviation and aircraft operations, crew resource management, aviation communications, and navigation procedures.

“Volunteers take flight to help Coast Guard monitor the shore”

Press of AC Article by Martin DeAngelis

Press of AC photos (ground) – Michael Ein (Press of AC); (airborne) – Joe Giannattasio (8-2)

Top photo (in Press of AC page below)

(l. to r.) Howard Davis (3-4) (pilot & owner); Joe G.; Norma Hunter (13-3) (co-pilot)

2013 ATLANTIC CITY

LIFE

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SECTION B

Sky-high Help



Coast Guard Auxiliary members Howard Davis, left, Norma Hunter and Joe Giannattasio, of Cape May Court House, help the Coast Guard by flying over the area's coastlines looking for shoals, sandbars, stranded boaters, oil spills, or other pollution.

Staff photo by Michael Ein



Coast Guard Auxiliary members Norma Hunter, of Long Beach Township and Riverton, and Howard Davis, of Pittsgrove Township, prepare for a flight at the Woodbine Municipal Airport last week. The volunteer crews fly on weekends covering the area from Monmouth County to close to the Maryland border.

Staff photo by Michael Ein

Volunteers take flight to help Coast Guard monitor the shore

Pilot Howard Davis dips the wings of his four-seat Piper Cherokee slightly, just enough to let Joe Giannattasio start shooting pictures of a coastal Ocean County landmark, an abandoned fish cannery just off the Great Bay near Tuckerton.

Davis, Giannattasio and Norma Hunter took off — with one notebook-toting passenger — from Woodbine Airport in Cape May County earlier on this June morning to fly a Maritime Observation Mission for the U.S. Coast Guard Auxiliary. The flight took them through a stop at the Coast Guard Air Station Atlantic City, on the mainland in Egg Harbor Township, and then out to the coast north of Brigantine on their way to Long Beach Island before they headed back to Woodbine.

When they reach the 18-mile Long Beach Island and start following its shoreline north, Giannattasio scrambles to get more pictures, now of dredges pumping sand to rebuild beaches hammered by Hurricane Sandy.

From 1,000 or so feet up, there aren't many people visible on those beaches on a weekday morning punctuated by plenty of passing clouds. But local Coast Guard Auxiliary Air volunteers are used to seeing big crowds on the sand now, because they fly MOM missions basically every Saturday and Sunday of the year that the weather cooperates — including in these busy beach months of June, July and August.

That's despite the fact most of the throngs who cover local beaches would be surprised to know some of the people flying by in those little, unmarked planes on busy summer days are volunteer observers, people who help the Coast Guard with its job of trying to keep the rest of us safe and healthy.

The volunteer crews take these flights to look for oil spills or other pollution, for shoals and sandbars, which shift regularly and are easier to spot from the air than the water, and for boaters in trouble, among many other targets. They fly on some

weekdays, but the Coast Guard wants the planes in the air every weekend day possible, because far more people are on or in the water those days.

The pilots and observers can stay busy doing that job. Co-pilot Hunter, a 35-year Coast Guard Auxiliary member who splits her year between homes in Long Beach Township and Riverton, Burlington County, pulled out a tablet computer and showed the rest of the day's crew a zig-zag route of a search-and-rescue training mission she was on recently — just two days earlier, in fact.

Coast Guard Lt. Neal Corbin, the local air station's liaison with the auxiliary and a helicopter pilot himself, says the program keeps some local flight logs fairly full.

"We had nine auxiliary sorties (last) week, so they're pretty busy," said Corbin, who adds the Coast Guard makes sure all its volunteers know what they're doing in its name. "They're good. They're all at least commercially rated pilots. They have to pass annual check rides ... and have evaluations like Coast Guard pilots."

Davis, the flight commander on this day, is 66 years old — and has been flying for 47 of those years. He lives in Pittsgrove Township, Salem County, right outside Vineland, and recently retired from a career as a nuclear power plant electrician. He figures he flies about two auxiliary missions per month, although he just joined the organization three years ago.

"I'm a newbie," he smilingly tells a passenger a few minutes before he starts into his pre-flight pilot routine.

But he can pile up some miles doing these MOM flights. Davis later goes through a typical itinerary for a mission that starts in Millville, flies north to the Shark River, in Monmouth County, heads back down the coastline to Cape May, then crosses the Delaware Bay and turns down the state of

Sand in My Shoes

Martin DeAngelis



The abandoned fish cannery near Tuckerton is seen here on a recent Maritime Observation Mission by a volunteer Coast Guard air crew.



Rutgers University Marine Field Station in Tuckerton is one landmark the Coast Guard Auxiliary volunteers check in on during their missions.

Photo provided by Joe Giannattasio

Photo provided by Joe Giannattasio

□ See Sandy, B3

NATIONAL SAFE BOATING WEEK (NSBW) - 2013

Because recreational boating in our area traditionally began on Memorial Day Weekend, our division customarily celebrated NSBW a week after the national designated week. However, this year we conformed with the national NSBW and observed it the week before Memorial Day Weekend . Following are samples of some observances.

U.S. Coast Guard promotes National Safe Boating Week

NBC 40 May 23, 2013 6PM NEWS Reporter: Lynda Weed Photographer: Bobby Liga

<http://www.nbc40.net/video?clipId=8912873&topVideoCatNo=244343&autoStart=true>



“If you’re trying to put your life preserver on during a boating emergency it’s like trying to put your seat belt on during a car accident; things happen way too quickly.”



Walter Alsegg - Coast Guard Auxiliary



PA1 Nick Ameen - US Coast Guard

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

FLOTILLA 86 RESPONDS to NATIONAL SAFE BOATING WEEK

Report and photos by Lou Hahn (8-6)

The primary mission of this annual event is to promote and educate the nation’s recreational boaters the importance of marine safety.

The flotilla has over the years partnered with our United States Coast Guard counterparts in the promotion of boating safety. This partnership has paid dividends as Coast Guard statistics for 2012 show a significant decrease in accidents resulting in death and accidents resulting in human error in general. Most encouraging is the reduction in death related accidents by 14% during 2011.

This year the flotilla expanded it’s public presence and was invited to attend the May 6, 2013 Lower Township, (NJ) Council meeting by Township Mayor, “Mike” Beck.

Lois Grimes, the Flotilla’s Public Affairs Staff Officer (FSO-PA) drafted an agenda outline of the flotilla’s presentation of our planned NSBW activities.

Flotilla Commander Jim Kight gave a brief overview of the Flotilla’s missions and accomplishments over the nearly fifty years of the flotilla’s charter. He illustrated to the council how the flotilla has placed a greater emphasis on NSBW in recent years and that we are especially proud that our continuing education of the recreational boating public in New Jersey has helped substantially reduce the number of boating accidents.

Past Commander Ed Gillespie’s presentation dealt with the importance of wearing a “life jacket” while underway. The recent tragic fatal accident in the Great Egg Inlet made his comments most timely and important.

After the amiable reception to it’s presentation, Flotilla 8-6 will continue to attempt to send the safe boating message to other surrounding local governments.



FSO-PA Lois Grimes



FC Jim Kight



IPFC Ed Gillespie

A MULTI-EVENT APPROACH for N.S.B.W.

Story & photos – Howard Friedman, Fl 8-3

To increase public awareness of National Safe Boating Week (NSBW), Flotilla 8-3 (Wildwood, NJ) added two events to the annual Open House and VSC Blitz it traditionally holds at Schooner Island Marina in Wildwood on Memorial Day Weekend.

On Saturday, 18MAY13, the start of NSBW, Bill Holmes, DCDR of Div. 8 - District 5NR, manned an information table at the Sea Isle City Community Day festival while several miles to the south, Bill Hartley, FC and other members of 8-3 conducted an open house at USCG Small Boat Station Townsends Inlet. In addition to promoting boating safety to the general public, these events provided the flotilla members an opportunity to interact with enlisted CG personnel.



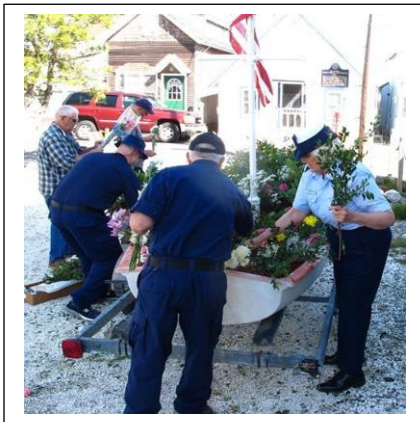
MEMORIAL DAY, 2013 – Cape May, NJ

Article by Frank Verrichia, FC and Bruce Long (8-2)

Photos by Lorraine Bianco (8-2)

Early Memorial Day morning, some members of Flotilla 8-2 decorated the flower boat in preparation for it to be trailered to the beach by CM Beach Patrol lifeguards. Other members manned the AUXFAC.

Later that morning, the festivities began at the new Convention Hall adjacent to the beach. The ceremony concluded with a USCG Honor Guard firing a salute and the playing of Taps as the flower boat was towed out to sea in commemoration of our service people who gave the extreme sacrifice for our country.



ATLANTIC CITY AIR SHOW - June 25 & 26, 2013

Report by Walt Alsegg (8-1)

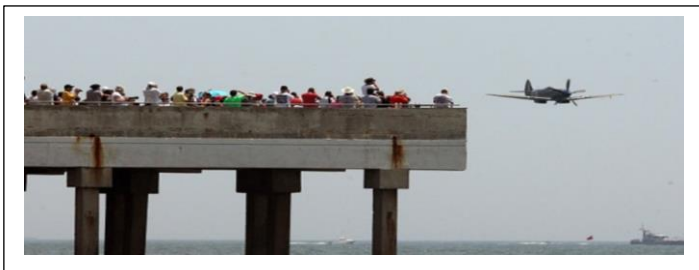
Photos – *Press of Atlantic City* website

The lack of military aircraft and the earlier June date contributed to significantly fewer spectators than in previous years.. On Tuesday, the practice day, there were virtually no spectator boats. On Wednesday, Show Control estimated 100 spectator boats. (Last year was the largest ever, over 700 vessels.)

The Auxiliary fleet consisted of 10 AUXFACS: Flotilla 8-1 with 3 boats, 8-5 with 3, Division 7 with 3 boats and our UTL out of Station Atlantic City. They were staffed by 42 crew, a total of 432 crew hours. In addition, there were 5 USCG boats, 4 NJ State Police boats, and one from Avalon Fire Company.

The only incident was a spectator boat that lost its engine and bilge pump and started taking on water. They were assisted by 2 State Police boats, 1 Coast Guard boat, Boat US and Sea Tow, so we stood off.

The first photo below was taken by Charlie Wilkins (8-1). “This was the most exciting thing that happened that day - Art Zack trying to take a picture of me (from his boat) while I was taking a picture of him.”



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

From “*Horizons*” – Newsletter of Flotilla 8-3

Diane McVey, Editor

On patrol at “Escape the Cape Triathlon” June 2, 2013

Flotilla 83 provided important water support for the 1000 athletes who jumped off the Cape May Lewes Ferry and swam in the Delaware Bay for the swim portion of this inaugural event



Athletes on board the *Twin Capes* ferry ready to jump into the bay waters

Photo by Delaware River Bay Authority



OCEAN CITY (NJ) NIGHT IN VENICE (NIV) BOAT PARADE

Even with the forecast of possible thunder showers, this year's 70 boat NIV Parade ran very smoothly due to the capable supervision of PATCOM BM1 Peter Loreaux, AUXCOM Walter Alsegg (8-1), and CG Radio Watchstander Terri Pierce (8-1) and the diligence of the twelve Aux members who crewed the boats.

After the traditional pre-parade barbeque and coxswains meeting, nine boat crews departed USCG Station Great Egg (GE) for their stations along the Intra Coastal Waterway (ICW). With the safety of all involved foremost on their minds, four Auxiliary facilities (AUXFACs) along with two USCG vessels, two NJ State Police boats, and one OCPD boat, kept the parade route clear of spectator boats, PWCs, and kayaks. All crews completed their assignments by about 9:15PM and returned safely to their home docks before the rain began.

Aux 1 – Cox. Walt Alsegg (8-1), Michael David-Wilson (8-1), Eileen Harrigan (8-5), Ernie Phillips (8-4);

Aux 2 – Cox. Bob Babezki (8-1), Owner Art Zack (8-1), Jim Ryon (8-1)

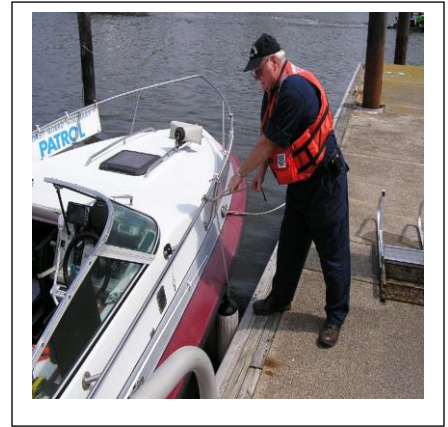
Aux 3 – Cox. Lew Branin (8-1), Owner Ed Henne (8-1), Mary Grant (8-1)

Aux 4 – Cox. Bob Fritz (4-9), Owner Mike McKenzie (4-8)

Notes: This was Terri's 5th year as NIV Watchstander and Gloria Grumbein's (8-1) 3rd year as communications assistant. Whereas at previous NIVs the Aux watchstander needed only to request regular Ops-Normal reports from the AUXFACs, this year the radio guard responsibility was expanded to include the NJ State Police and USCG vessels. (ed. note: It seemed as if every time she completed a round of nine reports, it was almost time to begin the next round.) This was Bob and Mike's 26th year patrolling the NIV. Although Mike is also a coxswain, this year none of the four Aux coxswains were owners of their AUXFACs. As our AUXFACs were arriving at Sta. GE, one of the USCG boats was called out on a SAR case. It was just another in a multi-case day for them. Fortunately, they were able to return in time for the parade security patrol. As with any spectator boat event, especially at night, it's always a lot easier with our "big brothers" out there on the water with us.



NIGHT In VENICE BOAT PARADE (cont'd)



Above – Performing as a team, members assist other members arriving at USCG Station Great Egg.

Below – Various folks and decorations on the parade boats.



FOUR EVENTS INITIATED by INDIVIDUAL MEMBERS

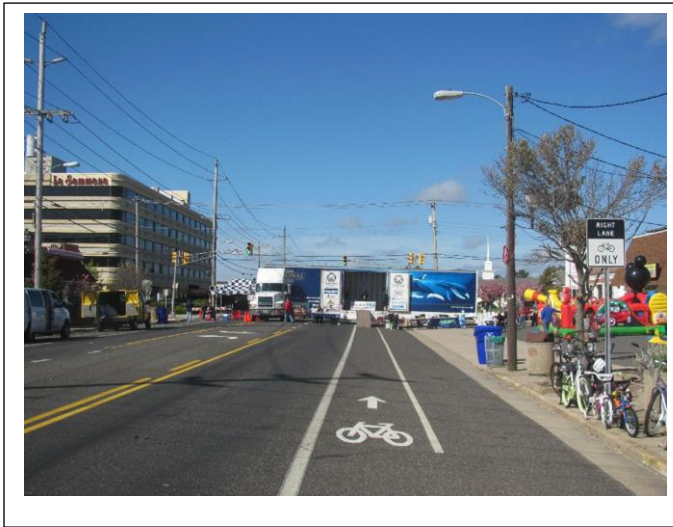
EVENT 1 - Marine Safety Trailer and Display Table at the Brigantine (NJ) Marine Mammal Stranding Center

From the VFC Report by Alan Moose in Flotilla 8-5's *Bridge Chatter*, Gil Finkelstein, Editor:

“Jack Kelly, FSO-MS, had a successful exhibit at the Marine Mammal Stranding Center 5k Run on May 4, 2013. Jack has a unique way of bringing attention to his exhibits. Simply get a famous artist to paint a beautiful marine mural on a 53 foot trailer and then drive it to the event. No problem!! Way to go Jack! “

(Ed Note: Another title for this article could be “If you block a main street with a 53’ trailer, they will come.”)

Jack also reported that, in addition to the 200 litter bags that were given to the guests, “we also provided information and literature on pollution, environmental protection, safe boating practices, storm water runoff.”

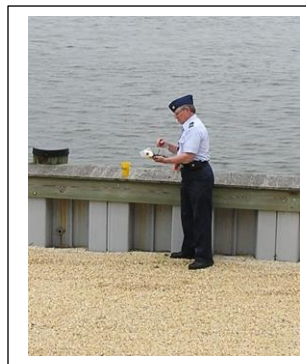


EVENT 2 - An “Abbreviated” Second Funeral-Flower Service

On Saturday, June 8, 2013, Flotilla 8-3 Commander Bill Hartley conducted the Funeral-Flower Service in Cape May Court House (CMCH) for long time Auxiliary member Robert P. (Curley) Neiman, 92.

Since three flotilla members were not able to attend the “official” funeral services due to having to administer a Boating Safety Class on that same day at the Avalon Yacht Club, Bill conducted an “abbreviated” Funeral-Flower Service after lunch at the yacht club so that those flotilla instructors could also pay their final respects to Curley. Interested students from the class were also invited to attend the service.

In the absence of a casket, Allen Nordt, FSO-PE, laid the traditional seven roses, one at a time as directed, over the bulkhead and onto the waters of the Intracoastal Waterway. At the conclusion of the service, Bill Holmes, Division 8 Commander, who also had attended the CMCH service, rang the bell eight times while the Auxiliarists rendered the traditional final hand salute. “... Well done, our good and faithful shipmate.”



EVENT 3 – An Auxiliarist Assists “History”

Story and photos – Howard Friedman

Residing on the bay next to an ever growing sand bar adjacent to the ICW, Dave Cherry (8-5) is used to helping grounded boats return to deep water. Nonetheless, it was a thrill to assist the four person crew of the “RA” continue on their attempt to be the first to navigate the 5,200 mile Great Loop on a totally solar powered twin engine boat. The 49 foot long vessel has a 22 foot beam, weighs 5,500 pounds, and has a top speed of 5.5 mph with a following current and favorable wind. It has been averaging 20 miles a day on electric motors that equate to 9.9 horsepower outboard engines. There is no backup power source, not even a paddle. Their voyage can be followed online at www.solarboatchronicles.com.

After the “RA” had been freed from the sandbar where it had spent the previous night, Dave invited the crew to tie up at his dock, use the shower, and enjoy a hearty breakfast prepared by his wife. Once a favorable tide arrived, Dave joined the crew as local navigator for the ride on the ICW to Gardiner’s Basin, Atlantic City.



Sun powering slow cruise around ‘the Great Loop’

■ Capt. Jim Greer is taking his boat on a journey of more than 5,200 miles powered only by the sun.

By RICHARD DEGENER
Staff writer

SEA ISLE CITY — Capt. Jim Greer, 72, a self-described “old hippie” from Colorado, is piloting a solar-powered boat around what is known as “the Great Loop.”

The journey from Florida to Canada, through the Erie Canal and eventually back down the Mississippi River to the Gulf of Mexico, is powered entirely by the sun. There is no backup power source. There isn’t even a paddle.

The 49-foot boat named Ra, after the ancient Egyptian sun god, features 14 solar panels that send energy to 24-volt, glass-cell batteries that run two electric motors.

Jamie Nudd, of Washington, D.C., left, and Suzy David, of Frostproof, Fla., are part of the four-member crew.

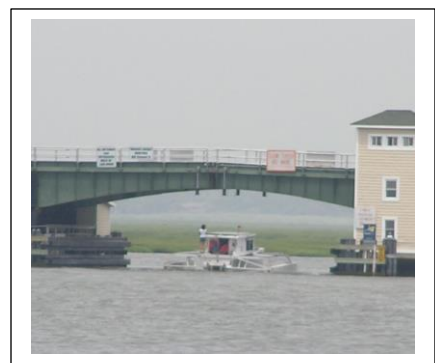
Join the solar-powered water adventure
Watch the boat in operation, hear Capt. Jim Greer explain how the boat works and listen to his crew members’ tales of their trip at bit.ly/presssolarboat

© Sea Solar, LLC



Dave Cherry (red shirt) invites the crew for breakfast.

< Press of Atlantic City article, Sea Isle City, NJ



EVENT 4 - CCTEC Students at Full Speed Ahead

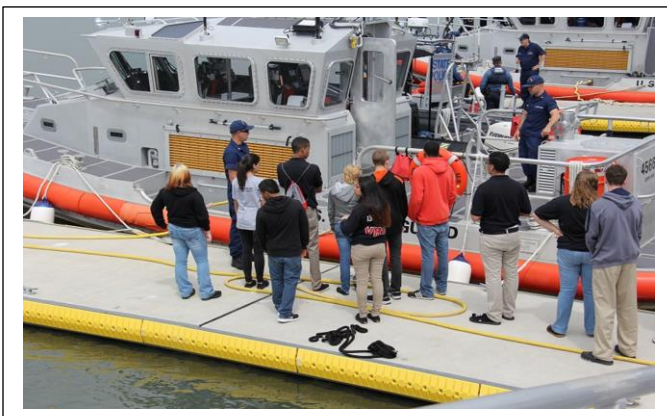
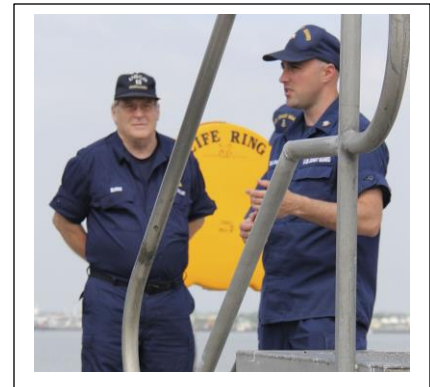
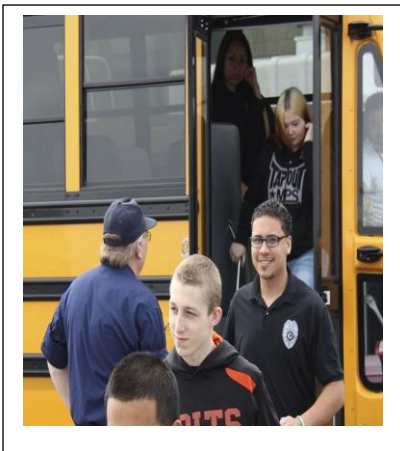
Photos by Don Dobson and John Burns

John R. Burns (8-2) is an Assistant Principal at the Cumberland County Technical Education Center (CCTEC) and the Auxiliary Liaison Officer to the Cutters at TRACEN, Cape May. Don Dobson (8-2) is Crew Qualified and is in training on the 87' Cutter MAKO. Don volunteered to assist John with a student tour of the MAKO as well as the small boats of Station Cape May. Here is John's report:

"On May 24, 2013, we took a group of fourteen (14) Law Enforcement students from CCTEC to TRACEN for a day of activities. We began with a tour of the Cutter MAKO...this took about an hour as the students were given a tour of the boat as well as commentary. The tour was of the entire ship from the bridge to the engine room. Senior Chief Hollandsworth, the OIC of the MAKO, had set up the itinerary for the day. He had contacted LT Farr, the CO of Station Cape May, and the kids got a tour of the newest Coast Guard boats as well. They are amazing machines.

Next, the Vessel Boarding Safety Team (VBST) gave a demonstration of taking an impaired/argumentative boater and subduing him. The focus of the day was to give the students a peek into a career pathway that they may not had considered, as well as exposing them to different law enforcement duties and tasks.

The students then met and interacted with three NJ State Marine Police Troopers, and then boarded two NJ State Marine Police Boats for a ride around Cape May Harbor and the inlet. Afterwards, the students had lunch at The Galley. The students had a wonderful time thanks to the Coast Guard personnel who were all so welcoming and willing to share their knowledge."



EVENT 4 - CCTEC Students at Full Speed Ahead (cont'd)



5NR AIRPORT POSTER – Orlando, Florida

A photograph featuring a 5NR Auxiliarist will be used in a poster in the Orlando International Airport promoting the Coast Guard Auxiliary. The photo, taken by Joseph Giannattasio, Fl. 82, shows the new 45 foot Coast Guard Response Boat - Medium 45665 conducting towing drills with an Auxiliary Vessel offshore of Cape May, NJ. Crewmember Lilli Palin Fl 82 is in the foreground.

Three different posters highlighting the Auxiliary, our work, and boating safety will be displayed in various sections of the Orlando Airport throughout the year.

Celebrating 74 Years of Volunteer Service Coast Guard Auxiliary – Become one of Us!



Type I - Offshore Lifejacket
This PFD is designed for extended survival in rough, open water.



Type II - Near Shore Bouyant Vest
This "classic" PFD is for calm inland water where there is chance of fast rescue.



Type III - Flotation Aid
These life jackets are generally considered the most comfortable, and is recommended for paddlesports.



Type IV - Throwable Device
These are designed to be thrown to a person in the water. Throwable devices include boat cushions, ring buoys, and horseshoe buoys. They are not designed to be worn and must be supplemented by wearable PFD.



Type V - Special Use Lifejacket
Special use PFDs include rescue vests, work vests, deck suits, and hybrids for restricted use. Hybrid vests contain some internal buoyancy and are inflatable to provide additional flotation.



Inflatables (Type III and V)
Inflatable lifejackets are comfortable, easily seen when inflated and turn most paddlers face-up when properly used.



www.cgaux.org



GALLOWAY TOWNSHIP (NJ) 4th of JULY PARADE

Photos by Michael Ein (*The Press of Atlantic City*) and Linda Jones (8-4)

For the fifth consecutive year, Flotilla 8-4 represented the USCG Auxiliary in the Galloway Township 4th of July Parade, one of the biggest parades in New Jersey. Joining the parade's 200 other participants, 8-4's "float" consisted of Neil Wannan's car (Pete Fuhrman, shotgun) followed by Ernie Phillip's SUV and AUXFAC. Members with the boat were Rob Baker, Mike Colondrillo, Joan Inman, Linda Jones, and Tom Klein.



^ Neil's Chevy SSR ^

Mike, Rob, Tom, and Joan relaxing after the parade >>>



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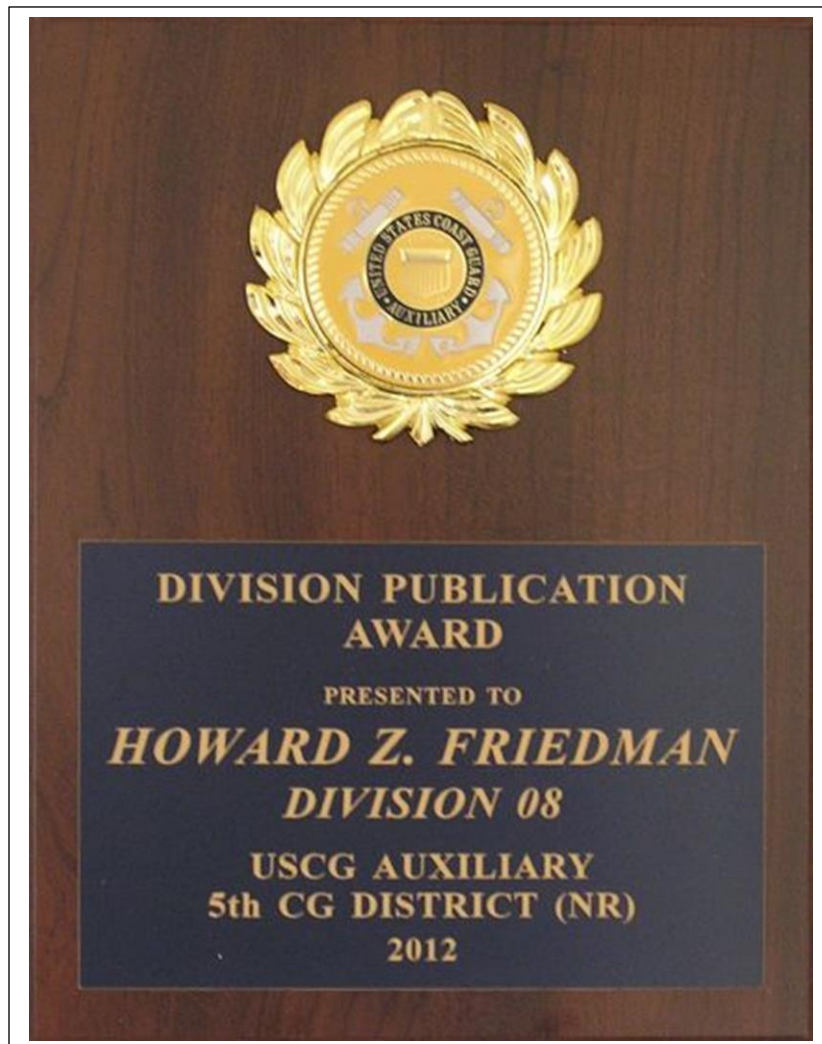
HORN TOOTING –

District Award for Best Division Newsletter - 2012

At our monthly division meeting in June, the *Division 8 Mariner* was presented with the 2012 Division Publication Award from the 5NR District. It was an honor to be chosen as the best newsletter out of the fifteen divisions in our district and we are gratified for the recognition of the effort we have put forth.

Although the plaque was presented to me as the editor/publisher, a lot of the credit for this award goes to our six flotilla newsletter editors (FSO-PBs) for contributing articles and photos (via their flotilla newsletters) and to the six flotilla commanders (FCs) for keeping me informed as to flotilla/division events that were taking place in our Area of Responsibility, the coastal and mainland communities from Brigantine to Cape May.

Always striving to upgrade our now “award winning” newsletter, please feel free to forward any suggestions you believe would increase member interest in this publication. Any ideas, graphic, photographic, technical, or literary, would be greatly appreciated. Thank you.



THREE ADDITIONAL ITEMS

Spoofting On The High Seas (How Secure Is Navigation by GPS?)

Ever hear of “Hijacking a GPS Signal” or “Spoofting on the High Seas”? Watch the below videos (links provided) and see how researchers from the University of Texas At Austin – Cockrell School of Engineering coerced a superyacht off course.

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

<http://www.youtube.com/watch?v=ctw9ECgJ8L0>

Atlantic City Power Boat Races - Sunday June 23, 2013

Division 8 provided 3 facilities manned by 12 crew - Glen Westervelt’s 46’, Dan McFadden’s 29’, and the 27’ Auxiliary UTL. In addition, there were numerous security boats provided by the sponsor who helped to maintain the safety zone off Atlantic City. There was one incident where a boat lost power and drifted into the safety zone. The Coast Guard towed them to a safer area with instructions to anchor until they could be safely towed to port. They did not have an anchor so the Coast Guard had to lend them theirs!

A “Different” Memorial Day Weekend in New York State

While we South Jerseyites enjoyed summerlike beach-going style weather on Memorial Day Weekend, residents in one part of our neighboring state to the north experienced a totally different type of weather. The photo below shows Whiteface Mountain Veterans' Memorial Highway after a heavy snowfall on Sunday, May 26, 2013. With a surprise from Mother Nature, the late-May storm dropped three feet of snow on the New York ski mountain near the Vermont border forcing the Olympic Regional Development Authority to close the highway on the backside of the mountain. (AP Photo/courtesy of ORDA/Whiteface)



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Answers to Questions (Spring 2013)

1. How many points are in a compass? **32 points (8 per quadrant)**
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?
"Passing the Golf Hotel buoy in Great Egg Inlet."
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? **Southeast**
5. NOAA Nautical Chart 12316 covers the Intracoastal Waterway from Cape May north to where?
Little Egg Harbor
6. Which, or both, are parallel lines: the lines of Latitude and/or the lines of Longitude? **Latitude**
7. Spell "Ingram" using the Phonetic Alphabet? **"I spell: India, November, Golf, Romeo, Alpha, Mike".**
8. Of a masthead light, a sidelight (red or green), or a sternlight, which shows the largest arc of unbroken light across the horizon? **Masthead light (225°)**
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)? **Sternlight (135°)**
10. What are the first four questions a USCG watchstander will ask a vessel in distress previous to a search and rescue case? **It's position; nature of the distress; # of persons on board; description of vessel.**
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? **No**
12. If a vessel is being propelled by any instrument or [device](#), it is said to be? **Underway**

The concept of whether a vessel is or is not underway has important legal ramifications. For example, in many jurisdictions a [child](#) must be wearing a [personal flotation device](#) at the time the vessel is underway. Also, there are different sound signals under [limited visibility](#).

References "*Maloney, Elbert S. Chapman Piloting And Seamanship. 65th Ed. New York: Hearst Books, 2006.*"

Boating and Aux IQ (Summer 2013)

Here are a dozen questions of the nautical and Auxiliary variety you might enjoy.

1. The title characters of what famous play involves two letters in the phonetic (military) alphabet?
2. In which direction, clockwise or counter-clockwise, do winds circulate around a low pressure?
3. What is the only type of insignia that shall be worn on Auxiliary ODU ball caps?
4. If you're heading 315° , in what geographical direction are you going?
5. In our Area of Responsibility how many low tides occur during each 24 hour period?
6. Vessels under what length are Small Craft Advisories referring to ?
7. What is the minimum length of a USCG cutter?
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)?
9. When viewed from outside the vessel, must the stripes on patrol boards face forward, aft, or either way?
10. What is the difference between the pro words "wait" and "wait out" when transmitted on a VHF radio?
11. An ATON with a yellow square or yellow triangle indicates you are on what waterway?
12. For Auxiliary 253401, what is her length, type of propulsion, and required patrol crewmen?

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(From the Night In Venice Boat Parade - 2012)



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