

USCG AUXILIARY FIFTH NORTHERN

First Mid-Summer Issue!

DIVISION



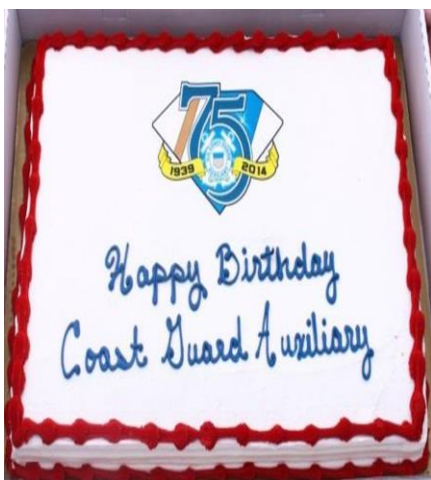
MARINER

Division Commander (DCDR) – William E. Holmes

Editor - Howard Friedman auxhf@yahoo.com

Vol. 14 No. 2

Mid-Summer 2014



Do you know all 4 verses?



LUCKY BAG at TRACEN
2nd Saturday opening.

Cover Photo - Aux Helo-Ops Team: (left to right) Ernie Phillips (8-4), Glen Westervelt (8-5), Jim Haag (16-1), Eileen Harrigan (8-5), Scott Distefano (8-5), Michael David-Wilson (8-1), Ken Wide (8-1), Rich Weiss (8-2), John Tredinnick (8-2), Walt Alsegg (8-1), Mark Rubino (13-1).

DIVISION 8 STAFF - 2014

Flotilla Commanders

David T. Wilson, Flotilla 8-1 (Ocean City)	Francis A. Verrichia, Flotilla 8-2 (Cape May)
Scott J. Supplee, Flotilla 8-3 (Wildwood)	John J. Percy III, Flotilla 8-4 (Absecon Island)
Alan B. Moose, Flotilla 8-5 (Brigantine)	James W. Kight, Flotilla 8-6 (Lower Township)

Division Staff Officers

VCDR (Chief of Staff) - Richard Weiss (8-2)
IPDCDR (Immediate Past Division Commander) - Joseph Giannattasio (8-2)
SO-CM (Communications) - Stanley Friedman (8-5)
SO-CS (Communication Services) - Robert Babezki (8-1)
SO-FN (Finance) - Daniel Hartman (8-2)
SO-HR (Human Resources) - Thomas Klein (8-4)
SO-IS (Information Services - South) - Daniel Hartman (8-2)
SO-IS (Information Services - North) – Michael Colondrillo (8-4)
SO-MA (Materials) - Jeanne 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) – Walter Alsegg (8-1)
SO-PA (Public Affairs) - Joseph Skutlin (8-1)
SO-PB (Publications) - Howard Friedman (8-3)
SO-PE (Public Education) – Marilyn Hughes (8-1)
SO-PV (Program Visitor) – Robert Baker (8-4)
SO-SR (Secretary/Records) – Fran Krajewski (8-3)
SO-VE (Vessel Safety Check) – William Hartley (8-3)

Please don't get me wrong. I really do appreciate all of the nice compliments I have received in response to the issues of the *Division 8 Mariner* published during the past two years. While praises do make me feel that my efforts are seen as worthwhile by my colleagues, my editor's nature has been hoping to receive feedback that was more directly related to items in the newsletter.

My hope was realized during the past several months when I received the following two e-mail messages:

- 1) A more detailed description of the USA vs. Australian Buoyage Systems was sent to me by our VCDR Richard Weiss (8-2), an instructor of Navigation Rules for both the USCG and the USCG Auxiliary.

“There are two Buoyage Systems in use around the world. They are simply designated “A” and “B” by the IALA (International Association of Lighthouse Authorities).

The USA uses System “B”. (Memory aid -“Red right returning”.)

The nations of Europe, Australia (your NSW Example), New Zealand, and some others use System “A”. (Memory aids -“Green right returning” and “Is there any red port left?”.)”

(Ed. note: System “A” also uses “Green to green when going upstream.” –NSW Handbook)

- 2) An inaccurate answer to one of the Nautical Nuggets was brought to my attention by Stan Friedman (8-5), longtime Auxiliary coxswain.

(Ed. reply: Although in this age of electronic direction finding, the difference between the geographical directions of NE and ENE many not seem very important to boaters, a small variance of that size on a vessel with non-functioning electronic gear could place a crew returning from an offshore trip at a location many miles from that of their intended destination. Way to pay attention to detail Stan!)

If you also feel like contributing additional information to any article, pointing out a needed correction or omission, or answering a puzzle question (when available), please don't hesitate to send them to me.

As to technical and/or graphic suggestions, please understand that I am relatively inexperienced in those two areas and, while I will try to do what is proposed, I may need to request your assistance to accomplish those ends.

Looking forward to hearing from you,

Have a terrific summer,

Howard Friedman, SO-PB

Helo-Ops Training at the USCG Air Station

Report and photos by Richard Weiss (8-2)

Accustomed to being at the bottom end of the cable during helo-to-boat basket transfers, some members of the USCG Auxiliary's Atlantic City Helo-Ops Team got to view life at the "top end" on Saturday, May 10, 2014 while attending a safety refresher training session at USCG Air Station Atlantic City.



USCG Lt. Caitlin Mitchell-Wurster (Air Station Training Officer) instructing Aux Helo-Ops team members.



Counter-clockwise from left:

Team Leader Walt Alsegg reviews procedures with team members; Team members Weiss and Harrigan inspect helo; the Auxiliary Ensign (see figure. below) flies on the yardarm of the flagpole at USCG Air Station Atlantic City.



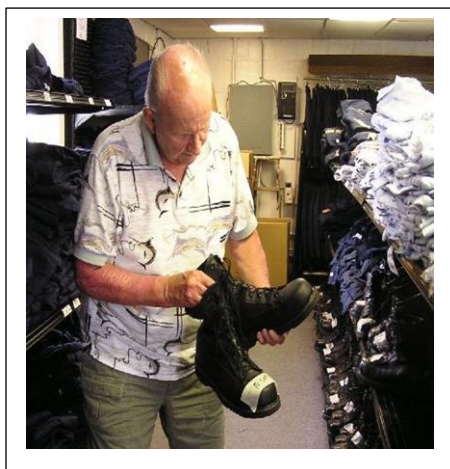
Lucky Bag Opens on a Saturday - Again a Success!

For the second time this year, thanks to the efforts of VFC Lorraine Bianco (8-2), TRACEN's used uniform shop, the Lucky Bag, normally open to Auxiliarists only on Thursdays (noon to 1pm) and on the second and fourth Fridays of every month (9am to noon), opened again on a Saturday (June 21, 2014 from 0900 to 1300). And again, just as on it's initial Saturday opening on April 5, a large turnout and considerable stock (many items were never used) made it a success and may generate more Saturday openings. Stay tuned.

Also located at the USCG base in Cape May, NJ, are the X-Change and the cafeteria.



\$ Lucky Bag Prices \$	
ODU Shirt	\$.12
ODU T-Shirt	\$.1
LB Short Sleeve	\$.5
LB Long Sleeve	\$.1
ODU Pants	\$.12
Dress Pants	\$.10
Dress Coats (M)	\$.25
Sneakers (F)	\$.10
SeaBags	\$.10
PF Shorts	\$.15
Wind Breaker	\$.20
Old PF Shirt	\$.2
Boots	\$.25
Shoes	\$.5
Combination cover	\$.10
Sweat Shirt	\$.5
Sweat Pants	\$.4



4th of July Celebration - 2014

With heavy seas from Hurricane Arthur rendering the July 4th fireworks on the barges off of Wildwood and Cape May inoperable, the Auxiliary patrols were cancelled. Further north, heavy rains from a cold front meant no July 4th Parade in Galloway Township. No patrols and no parade meant no Auxiliary events to write about.

But how can a Summer Issue of a USCG Auxiliary newsletter be published with no mention of Independence Day? And how can Independence Day be celebrated without thoughts of our Star Spangled Banner?

Soon after Independence Day, I received an e-mail message related to our national anthem. It included a link to a video showing a Marine singing the fourth verse of the Star Spangled Banner at an outdoor gathering. He was not in uniform and when he started to sing, the crowd was not even aware he was singing our anthem. It was interesting watching their reaction as they progressively came to recognize the familiar melody.

To view the two minute video, you will have to “copy and paste” the following link:

http://www.youtube.com/v/I0fQd858cRc&hl=en_US&feature=player_embedded&version=3



(Ed note: Although the singer incorrectly refers to this as the “second verse” (he may have learned it that way), it is actually the fourth verse. The lyrics to all four verses are available on the internet.)

Here is The Fourth Verse of the Star Spangled Banner

Oh! thus be it ever, when freemen shall stand
Between their loved home and the war’s desolation!
Blest with victory and peace, may the heav’n rescued land
Praise the Power that hath made and preserved us a nation.
Then conquer we must, when our cause it is just,
And this be our motto: “In God is our trust.”
And the star-spangled banner in triumph shall wave
O’er the land of the free and the home of the brave!



Fort McHenry at night.

75th Anniversary Celebration of The USCG Auxiliary

On June 21, 2014, the 5th District Northern Region celebrated the 75th Anniversary of the establishment of the U.S. Coast Guard Auxiliary at Penn's Landing, Philadelphia, PA. From noon until 4 p.m., the Auxiliary showcased many of its assorted programs: Recreational Boating Safety, Marine Dealer Visitor, Vessel Examiner, On-the-Water Operations, Auxiliary Food Service Specialist, Paddle-Craft, Marine Environmental Protection, Public Affairs, and the Coast Guard Academy Program.

Robert Babezki, DSO-PA (Flotilla 8-1) served as Master of Ceremonies. John Jedrejczyk and the 5th District Northern Region Color Guard presented the colors. Joining the celebration were many officers from the Gold and the Silver Side. On the water, two former USCG boats, a 41 foot Utility Boat and a 44 foot Motor Life Boat, made the trip up from the Chesapeake Bay and were available for public inspection. And of course, no birthday party would be complete without a cake. Two were presented by the 5NR Food Servers Specialists.

A Proud Tradition...a Worthy Mission Paul Casalese, ADSO-PA

(Edited by Howard Friedman, SO-PB) Photographs by Joe Giannattasio, DSO-PB



Bob Babezki at the podium.



John and Glenna Tredinnick at the commemorative t-shirt booth.



Joe Giannattasio behind the lens.



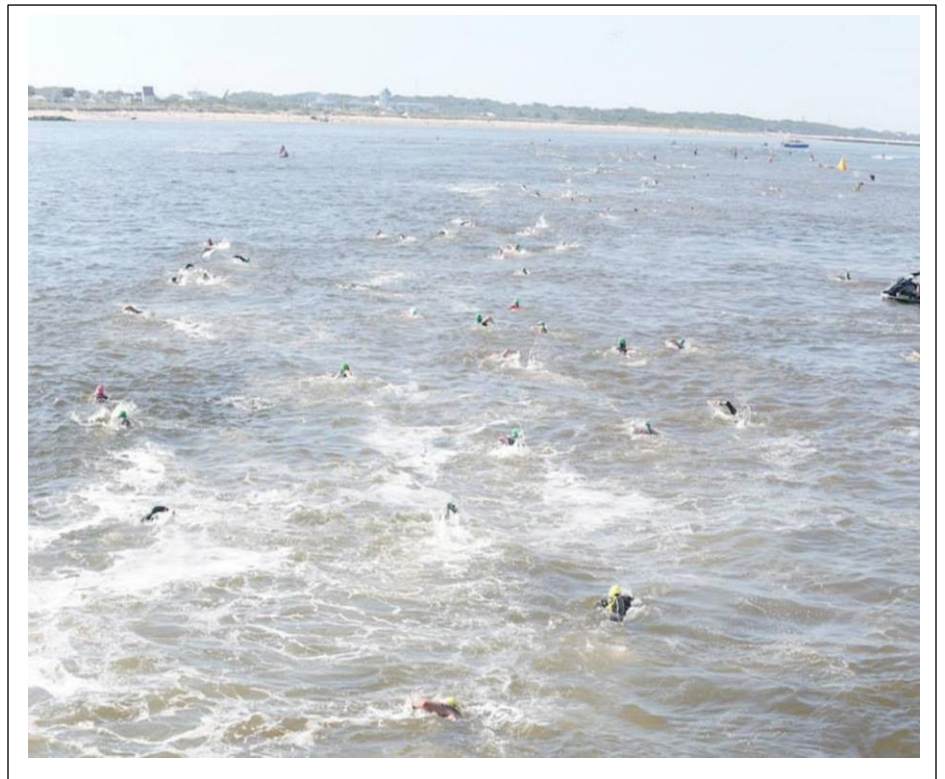
1500 Athletes Jump Off of the Cape May-Lewes Ferry in Delaware Bay

With two USCG Auxiliary facilities helping to provide a safety screen, the 2nd Annual “Escape the Cape” Triathlon, sponsored by DelMo Sports, began at 0800 on 08JUN14 with the competitors diving (leaping) 12’2” from the deck of a ferry into the 71° water of Delaware Bay and swimming to the beach in North Cape May.

Manning one of the facilities (AUXFAC) was Bruce Long (8-2), Joe Gruff (8-2), Don Dobson (8-2), Chris McKenna (8-6), and Jim Carty (8-6). The crew of the other AUXFAC was comprised of Vanessa Brown (8-3), Fran Krajewski (8-3), Scott Supplee (8-3), and Dave Sedlak (8-2).

While there are several “Escape the Cape 2014” videos up on YouTube.com, below are some photos and facts from Auxiliarists who were actually “on scene.” One Auxiliarist, Vanessa Brown (8-3), was on patrol and took photos (next page) from her AUXFAC. Another Auxiliarist, Diane McVey (8-3) wrote a message (below) expressing her feelings and impressions of the swim, taken from the viewpoint of an actual participant in the event. She also included two photos taken on the ferry by Robert Newkirk, an event photographer.

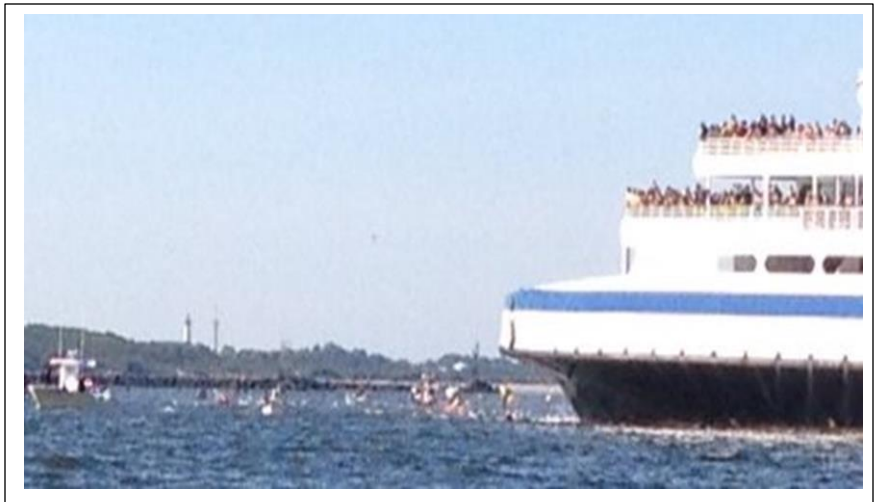
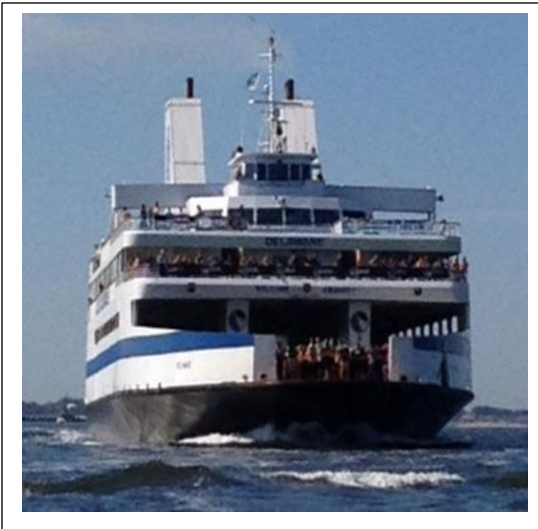
“The race was awesome and a lot of fun. The boat had some difficulty getting into place as the tide was ripping! Finally, the ferry was able to get in a good position so the athletes jumped off in the right direction. The athletes doing the Sprint distance went in the water first. After all the sprinters jumped, the ferry then went parallel to the shore a mile up. I thought the swim was easy, because the current just gave a free fast ride all the way in. It's very well organized on the boat with lifeguards regulating how many people jumped at time so people weren't jumping on top of each other. The athletes are very appreciative of all the water support and the Auxiliary!”



Diane (above) leaps off the deck of the ferry and joins the other triathletes for their mile swim to the beach.

2nd Annual “Escape the Cape” Triathlon (Additional Photos)

Taken by Vanessa Brown (8-3) from her AUXFAC.



Above photo from the Internet.

New TCT4 Class Replaces TCT8 Class

Beginning this year, the 8 Hour TCT Class (TCT8) has been replaced with a 4 Hour TCT Class (TCT4). However, the original TCT Class Rules remain in effect – Boat Crew members must attend a full TCT4 class every five years and attend a TCT One Hour Refresher Class (TCT1) in the intervening years.

Also this year, additional TCT4 Facilitators were appointed to the original staff. For Division 8, it means that, in addition to longtime facilitators Joe Giannattasio (8-2) and Marilyn Hughes (8-1), Howard Friedman (8-3), Cris Gleason (8-5), Jim McCarty (8-6) and Irene Mead (8-2) are now also available to conduct TCT classes.

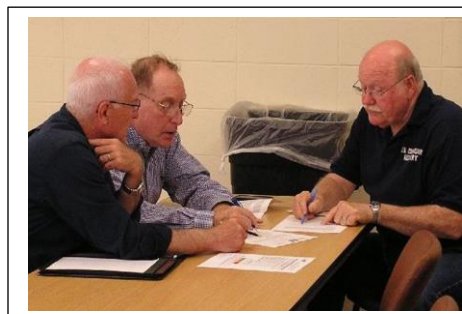
The 7 Components of Team Coordination

- ❖ Leadership
- ❖ Mission Analysis
- ❖ Adaptability
- ❖ Situational Awareness
- ❖ Decision Making
- ❖ Communication
- ❖ Assertiveness



Right - Cris Gleason leads a discussion during a new TCT4 Class hosted by Flotilla 8-5 in Brigantine, NJ.

Below - Small groups critiquing an Auxiliary patrol scenario during the TCT4 class.



(left to right) - Stan Friedman (8-5), Mike McKenzie (4-8), Rachael Born (8-5), Glenn Westervelt (8-5), Alan Moose (8-5), Gil Finkelstein (8-5), Bob Fritz (4-9), Dan McFadden (8-5), Calvin Barteckko (8-5), and Michael Brotschul (8-5)

UPCOMING TCT4 CLASS – Sept. 27 in Ocean City. Person of Contact (POC) – Marilyn Hughes (8-1).

TCT Training On The Water – Keeping An Eye Out For Safety

On Saturday, June 14, in the waters just off of the gas dock at the marina of the Golden Nugget Hotel and Casino, more than 100 paddleboarders were making final preparations for the start of the 7th annual Paddle For A Cause event, a World Paddle Association sanctioned 22.5 mile paddleboard race. The race was planned by the Dean Randazzo Cancer Foundation, an organization which promotes cancer awareness and assists individuals battling the disease.

Alongside the racers, a group of race committee boats and personal watercraft (PWC) joined Ernie Phillips and his USCG Auxiliary crew of Mike Colondrillo and Paul Rudolph, all from Flotilla 8-4 (5NR) as they maintained their position awaiting the 0800 start. The Auxiliarists' assignment was to help provide a safety screen at the front of the race around Absecon Island (Atlantic City, Ventnor, Margate, and Longport).

About a half mile into the race, with the group still relatively bunched together, they approached the Brigantine Bridge, a 60 foot high fixed bridge that spans the Absecon Inlet. Keeping a sharp eye on the paddlers, Ernie's crew noticed two boarders at the rear of the pack already struggling to keep up with the others. Deciding to investigate the situation, Ernie requested two nearby committee boats to assume the lead position and eased his boat's engine into idling speed thus allowing the group of racers to pass by.

With Mike and Paul continuing their lookout duties fore and aft, as the two boarders came within earshot of his vessel, Ernie asked the racers if they needed any assistance. Even though the reply indicated that no help was required, the crew thought the most prudent course of action was to maintain a position behind the boarders, a location from which they could take swift action if the situation demanded it.

Expecting the race course to follow the inlet and then turn left (south) onto the Intracoastal Waterway (ICW), the crew was surprised to discover that the boarders were turning left into a small creek before reaching the ICW. The creek, which meandered through grassy back bay marshlands and connected with the ICW several miles south of the inlet, seemed too shallow for an Auxiliary facility. Still concerned about the well-being of the last two paddlers, Ernie contacted the race committee via their VHF radio and explained the situation.

After hearing that two race committee PWCs had been previously assigned to follow the boarders along the creek and realizing that at their current position they could do nothing to provide for the safety of the racers, they continued through the inlet and south along the ICW to point where the creek intersected the ICW. There they maintained a watch as the racers entered the ICW.

When the last two paddlers never exited the creek, the crew became very concerned. To their relief, eventually two committee PWCs came alongside Ernie's facility and informed them that the boarders had returned safely to the marina on two other PWCs.

Officially, this patrol will go on the record as another uneventful patrol. But, like most patrols, TCT trained Auxiliarists, concerned with the safety of the boating public kept it that way. Their TCT training prevented an unsafe situation from possibly occurring. Ultimately, "all's well that ends well."



“Personal Input” x 3 = Sustained Interest

Can a flotilla meeting that is regularly scheduled for two hours be extended to three hours and, not only maintain, but actually increase the normal level of interest during the entire time? If so, how is it done?

Starting an hour earlier than usual, Flotilla 8-3's May meeting began with a One Hour TCT Refresher Class (TCT1). Three members from neighboring flotillas also attended, taking advantage of the open invitation tendered at the May division meeting by Flotilla 8-3 Commander (FC) Scott Supplee. This first segment of the meeting provided an ample opportunity for personal input by the members. It was done by introducing a “Sea Story” (a fictitious Auxiliary patrol) and by encouraging the members to critique the patrol procedures using examples from their personal experiences out on the water.

The third segment of the meeting was a Vessel Examiner (VE) Workshop projected from the internet by Bill Hartley, SO-VE. At the end of each of the four units, multiple-choice review questions were included. While answering these questions, the members were again encouraged to offer personal input from their many experiences performing Vessel Safety Checks (VSC).

Sandwiched between the TCT1 and the VE Workshop was the business part of the meeting. Not normally thought of a time for much flotilla-wide involvement, this segment included a short break during which members could avail themselves of food and drink brought to the meeting by other flotilla members. This nutritional form of “personal input” also allowed time for informal discussions which proved to be a valuable tool for sustaining the high level of attentiveness.

From my observations that evening, I concluded what most of us already know. There is a direct correlation between the amount of opportunity for personal input by members and an elevated level of member attention. Of course, personal input doesn't just happen. Preparation is the key. The three segments of this meeting, all with their own distinct ways of encouraging substantial amounts of personal input, were well planned in advance. But when happy, interested members is the result, isn't the effort worth it?

 **Sea Story**

- Routine MOM patrol
- Seasoned crew, with 1 rookie
- Gusty winds, small craft advisory from local sailing yacht club
- GAR completed jointly – score 22

U.S. Department of Homeland Security
U.S. Coast Guard Auxiliary
2014 TCT Refresher Session
Department of Response



Where Can We Perform Vessel Safety Checks?

- VEs may perform VSCs on boats anywhere in the 56 states and territories of the United States.
- You should contact the nearest Auxiliary or Power Squadron to familiarize yourself with local or state rules and regulations, and to coordinate your efforts with those of the District in which you are visiting.

Fran Krajewski and Bill Hartley take advantage of nutritional “personal input” available between two workshops.

Avoiding The “Pilot Error” That Caused a Jet Crash

On May 31, a private jet crashed in Bedford, Mass. killing Philadelphia philanthropist and businessman Lewis Katz and six others. The crash occurred on take-off. The plane never left the ground, crashing through a fence at the end of the runway and exploding.

On June 13, a preliminary report released by the National Transportation Safety Board (NTSB) suggested that pilot error appeared to have contributed to the cause of the jet crash. Curious as to what circumstances would lead to a ground based airplane accident, I read on. The initial investigation indicated that that flight data recorders found no evidence that the two pilots performed a preflight control check. Apparently they didn't realize that the Gulfstream jet's tail flaps, known as elevators, were locked when it tried to depart.

The phrase “preflight control check” (aka: Preflight Checklist) recalled to me the second thing a crewman is expected to do on every Auxiliary patrol – assist the coxswain complete the Pre-Underway Checklist. That includes the last item (see box below), an item that is sometimes overlooked once the boat engine(s) is running and the crew is anxious to get underway.

“Test engine controls in Forward and Reverse with lines still attached to the dock; note the reaction times for both directions.”

Obviously, the take-off speed of a jet and the departure speed of a recreational vessel (Auxiliary facility) are enormously different. So are the results of accidents that can occur in each situation. But even the avoidance of a boating “fender bender” and/or a relatively minor bodily injury is worth spending the little time it takes to complete the entire checklist. Nothing, including familiarity and skill, replaces proper safety procedures. The jet was making its 2,746th takeoff and had two highly experienced pilots at its controls.

Curious as to how the Coast Guard handles their pre-underway situation, since many times they are dealing with emergency situations, I asked several enlisted personnel at USCG Station Cape May, homeport of 25 foot, 45 foot, and 47 foot small boats, three 87 foot cutters, and two 200+ foot cutters. My question was related only to the small boats, including those carried onboard the cutters.

The USCG procedure: The small boats are put through an extensive checklist every morning. Therefore, only an abbreviated pre-underway list need be gone through before getting underway for duty on that specific day.

In addition to the pre-underway checklist, another boating practice I learned during my Auxiliary Boat Program training was a pre-docking routine. This procedure takes place about 50 to 100 feet from my intended dock. After slowing the vessel down, preferably against the existing wind and/or current, so that the boat is barely making way, I then test my engine control in Reverse and note the reaction time in that direction. (Sound familiar?). Finally, I inform my crew (passengers) as to how I will be maneuvering the vessel into its slip and the order in which the dock lines are to be secured.

Emphasizing the safety aspect of completing a pre-underway checklist and a pre-docking routine, to both new and experienced boaters, is an important part of each Vessel Safety Check (VSC) and Safe Boating Class. And, who knows, this attention to detail might also encourage them to consider joining an organization comprised of such knowledgeable, proficient, and safety-focused members.

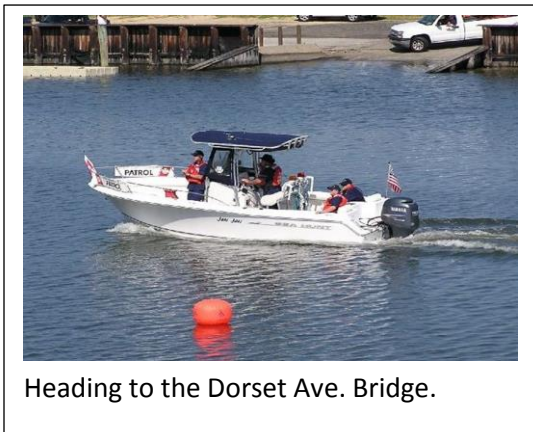
A Different Bridge, A Different Situation, But Always Looking Good

Providing protection for swimmers from boat traffic along the IntraCoastal Waterway (ICW) is a common assignment for Auxiliarists in Division 8 (Brigantine to Cape May). The “Bridge To Bridge” Swim in Atlantic City and Ventnor has become an annual event for Mike Colondrillo (8-4) and his crew (this year: Ernie Phillips, Paul Rudolph, and Rich Dale – all from 8-4). The Swim actually consists of 3 separate events (5K, 2K, and 800m), all starting and finishing at the Atlantic City Rowing Club, just north of the Albany Ave. Bridge.

This year, with a 25’ CG boat assigned to Mike’s former northern position (closest to CG Station AC), Mike’s crew was protecting the racers as they swam around the large red balloon turn buoy at the southern end of the 5K course next to the Dorset Ave. Bridge in Ventnor. Without the presence of the Auxiliary to alert them to the activity on the other side of the bridge, boaters would have had to make the ninety degree left turn and go under the low slung old drawbridge with limited visibility and no awareness of the safety concerns that awaited them on the northern side.

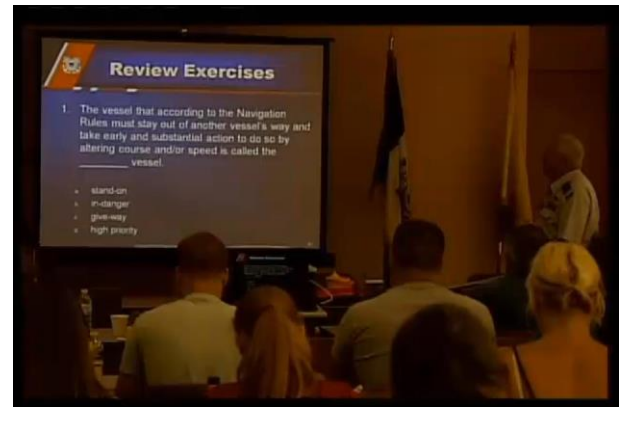
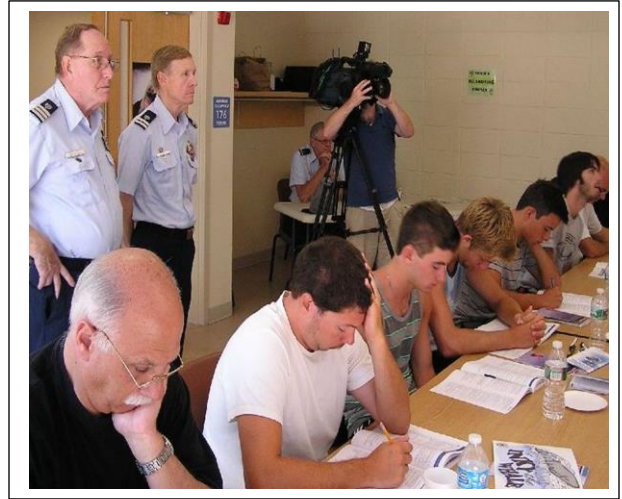
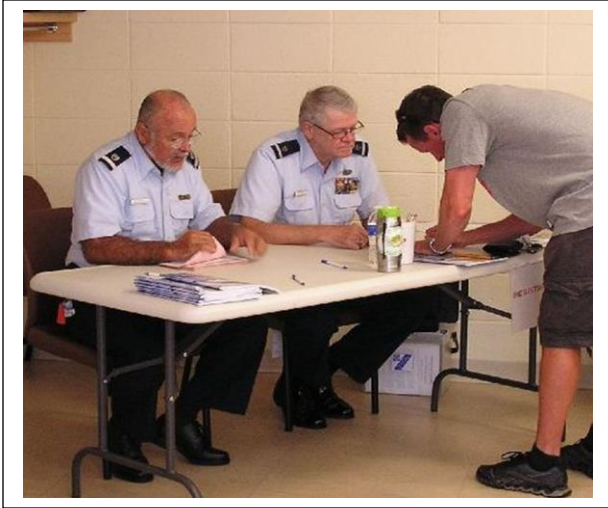
After the final swimmer had safely made the turn, Mike’s crew followed them back to the Rowing Club as they completed the last half of the 5K race. With some of the 1100 world-wide participants for the first Challenge Atlantic City observing from across the ICW in preparation for their 2.4 mile swim following day, Mike’s crew provided a safety shield for the remaining 2K and 800 meter races.

Like our other well trained crews, our VEs, our ITs, and our other members, Mike’s crew made all of us look good in the eyes of the public.



Safe Boating Class On The “Tube” – NBC40-TV

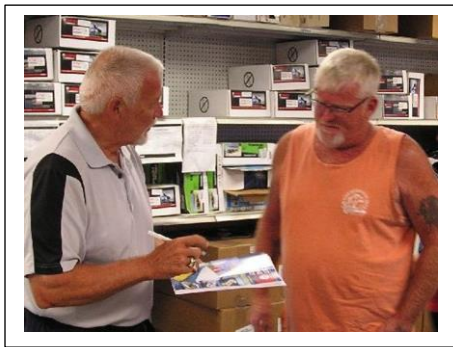
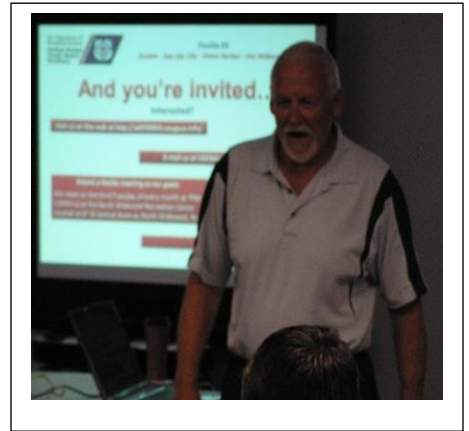
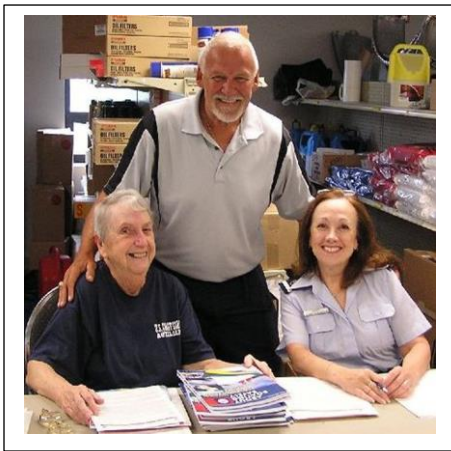
In response to a press release and to the complete surprise of everyone in attendance at Flotilla 85’s ABS (About Boating Safety) Class in Brigantine on Saturday, July 12, 2014, Brett Miller, a cameraman/reporter showed up to do a video piece to be aired on the 11 PM News that night. Below are shots from the class, with some accompanied by still photos from the video as it appeared on television screens during the broadcast.



“Bernie” and Safe Boating – Flotilla 8-3’s Combo For An ABS

Taking advantage of the close proximity of a sports celebrity who has been a longtime South Jersey boat owner and an ardent proponent of safe boating, Flotilla 8-3 invited former two-time Stanley Cup Champion Philadelphia Flyers Ice Hockey Goalie and current motivational speaker, book author, and newspaper columnist Bernie Parent to present an introduction to their About Boating Safety Course (ABS) that they offered in July at the Pier 47 Boating Center and Marina in Wildwood, NJ.

As gracious as always, Bernie arrived early for some photographs and to autograph some text books. Hopefully, that will help remind the students to periodically review the concepts taught in class and mentioned in the book with, of course, the ultimate goal - that of practicing safe boating habits while out on the water.



While instructors Bill Hartley, Patti Nordt, Bill Holmes, and Chris Gloede were doing class related paperwork inside Pier 47 Boating Center and Marina, Tom Palmer was available for Vessel Safety Checks (VSC) to marina boaters.

A Good Friend Retires – CWO Sean McGarigal

More than two hundred Auxiliarists gathered on Saturday afternoon at the Pavilion on the USCG Training Center in Cape May, NJ to celebrate the retirement of a good friend, Chief Warrant Officer Sean McGarigal, for his 30 years of service in the USCG. As Vince Kipp (8-3) fittingly stated at the party, “Sean is someone who was always there when the Auxiliary needed him.”

Except for a 3 year term (2007 to 2010) when he served as the Commanding Officer (CO) of Station Sandy Hook, Sean was in direct contact with Division 8 for 11 years (2003 to 2014). During that time he held the positions of: Sector Field Office Atlantic City (AC) Auxiliary Liaison Officer for 3 years; CO of Station AC for 1 year; and as the Operations Training Officer at Diraux 5NR in Philadelphia over the past 4 years. His support, enthusiasm, and encouragement will be a constant reminder that we are all indeed Team Coast Guard.

Credit for most of the great preparations and service at this event goes to the members of Flotilla 8-2.



Night In Venice in Ocean City – 2014

On a clear, breezy late July afternoon, four USCG Auxiliary boat crews assembled with crews from the USCG and the NJ State Marine Police at Small Boat Station Great Egg Harbor Inlet (Ocean City, NJ) in preparation for the Night in Venice Boat Parade. After the traditional pre-patrol BBQ, the coxswains met with STA (SM) Great Egg Supervisor BM1 Anthony Procida and AUXCOM Walt Alsegg, SO-OPn to coordinate the various boat and radio assignments for the large event.

Keeping a watchful eye for the safety of the spectator boats and the parade boats during a night time party atmosphere out on the water is a more stressful job than most people realize. But the Auxiliarists performed it at the high level the public has come to expect from the men and women of the USCG Auxiliary.



USCG Small Boat Station Great Egg.



Mike McKenzie (4-8), Bob Fritz (4-9) on their 26th Night in Venice patrol.



(l to r) Eileen Harrigan (8-5), Joe Smith (7-11), Laurie Huselton (7-11), Walt Alsegg (8-1).



(front to rear) Art Zack (8-1), Jim Ryon (8-1), Fred Ruddick (8-1), Bob Babezki (8-1).



(l to r) Ed Henne (8-1), Charley Wilkins (8-1), Mary Grant (8-1), Lew Branin (8-1).



Preparing to get underway.





(From the Night In Venice Boat Parade - 2014)

