



Division Commander (DCDR) – William Holmes

Editor - Howard Friedman auxhf@yahoo.com

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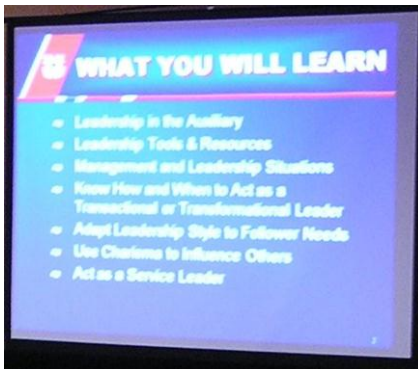
Div. Change of Watch – Pg. 4



Santa's Comin' To Town - Pg. 5



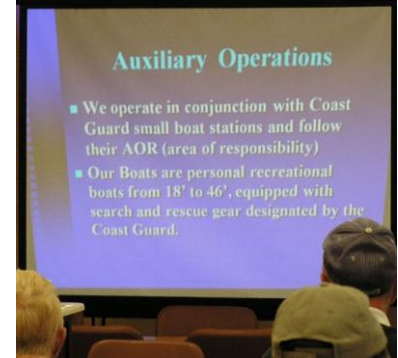
8-4's First IPSC - Pg. 6



More Flotilla Time for MT-Pg 7



CHEFs get their "dessert" - Pg. 9



Crew Classes Begin - Pg. 10



TCT-8 - Pg. 11



A Look Back At Sandy,  
With a "Local" Flavor - Pg. 12

**UPDATES OF  
PREVIOUS  
ARTICLES  
& MORE.**

- Pg. 13 to 20

# DIVISION 8 STAFF - 2013

## Flotilla Commanders

Marilyn F. Hughes, Flotilla 8-1

Francis A. Verrichia, Flotilla 8-2

William R. Hartley, Flotilla 8-3

Thomas B. Klein, Flotilla 8-4

Cristen M. Gleason, Flotilla 8-5

James W. Kight, Flotilla 8-6

## 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.html>

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

I'd like to begin my second year as editor by thanking Joe Giannattasio, our Immediate Past Division Commander, District Publications Officer (DSO-PB), and the previous editor of the *Division 8 Mariner*, for all the motivation, inspiration, and assistance he provided to me. Whenever I needed questions to be answered or needed a good mind off of which to bounce new ideas, Joe was always just a phone call or e-mail message away.

I'd also like to thank Gil Finkelstein (8-5), likewise a former Division Commander, and a former editor of the *Mariner*. Just as with Joe, Gil was always there to answer any of my journalistic questions.

Both Joe and Gil were editors in the "hard copy era". To be honest, I don't think I would have taken this position if it required all of the set-up work, the many trips back and forth to the printer's office, and the distribution that both of those guys did to provide information and entertainment to the members of our division.

Both Joe and Gil, in their current positions as editors of District's 5NR "Topside" and Flotilla 8-5's "Bridge Chatter" respectively, continue to provide me with great ideas and material.

For the future? With the USCG Auxiliary now firmly entrenched in the cyber-era, a New Year's Wish, if I may. Hopefully, all members currently without personal computers will be given the opportunity to receive the training necessary to allow them to use nearby library computers to access the Internet and stay informed about local and national upcoming events, training opportunities, and procedural changes in our organization.

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

Wishing All A Happy and Healthy New Year,

Respectfully,

*Howard Friedman, SO-PB*

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

# DIVISION 8 CHANGE OF WATCH

On Saturday, 01DEC12, members of flotillas of Division 8 again met at the Tuckahoe Inn on the Great Egg Harbor Bay (NJ) for the annual Division Change of Watch (COW). Invited guests included Auxiliary officers from District 5NR, USCG officers and enlisted personnel from Diraux, TRACEN, and the two USCG Stations in our Area of Responsibility (Cape May and Atlantic City), and political dignitaries. Missing Shipmate Table

The entire affair was organized by Marilyn Hughes (FC FL 8-1) and Dan Hartman (IPDCDR). Dan stepped up at the sudden passing of Sue Wade (SO-MA), longtime Div. 8 COW organizer.

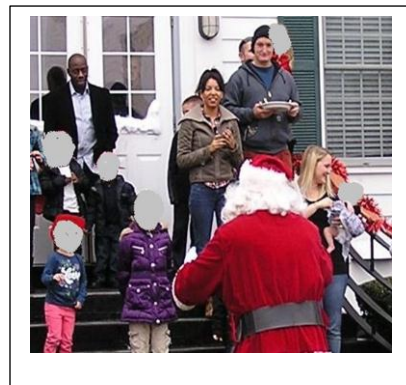


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# USCG Station Atlantic City Kids Christmas Party

In the finest tradition of the United States Coast Guard Auxiliary, Flotilla 84 (Absecon Island) hosted it's Sixth Annual Christmas Party for the kids of the officers and enlisted personnel of Coast Guard Station Atlantic City.

On Saturday, December 8, 2012, FC Tom Klein and six staff officers, Doug Collins, Pete Fuhrman, Eileen Harrigan, Larry McGinnis (Santa), Paul Rudolph, and Neil Wannen, entertained the kids. Although this was the first party at which a CG helicopter had to cancel, the kids had a great time playing with a real fire truck, sitting on Santa's lap, and opening their presents.

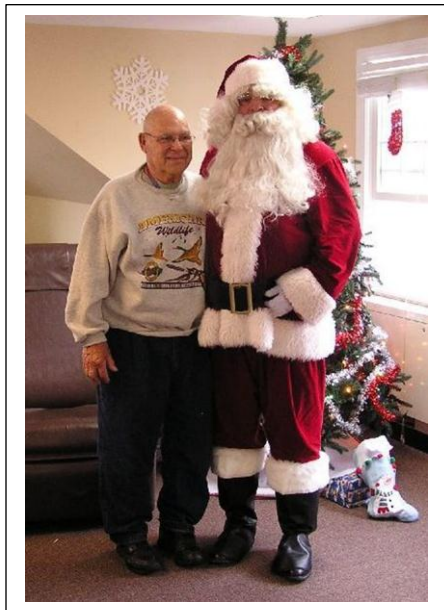
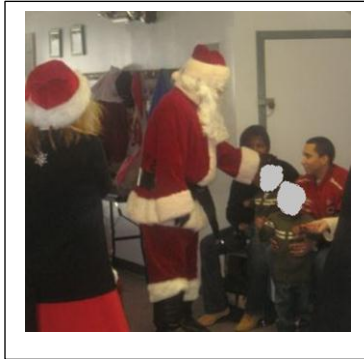


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## FSO-SC and IPSC?

From the inception of the Station Atlantic City Christmas Party in 2007, the role of Santa Claus had been played by Paul Rudolph (8-4) of Ventnor. During that time, over 100 kids have sat on Santa's lap. This year Paul passed the reindeer reins over to the hands of very capable Larry McGinnis (8-4). As Larry assumes the "position" of FSO-SC (Santa Claus), Paul now becomes Flotilla 8-4's first IPSC (Immediate Past Santa Claus).

Thanks Paul, and your helper Eileen Harrigan (8-4), for providing holiday joy to all of those kids for all those years. (ed. note: Eileen continues on as Santa's Helper.)



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

## Two Different Flotilla Meeting Agendas

Two flotillas in our division have taken steps to try to add more time for Member Training and New and Old Business at their meetings. In October, 2012, I had the opportunity to view their different approaches. Here are some brief observations.

### A More Streamlined & Flexible Format – Fl. 8-5 Brigantine

In it's revised format, only the Finance Officer (FSO-FN) orally presents a report. Afterwards, the "Chief of Staff" (VFC) asks if any other FSO has anything to add to the written report he/she had submitted at the beginning of the month. (A summary of those reports are placed on the flotilla's website for members to read.)

Another component of this revised format is it's flexibility feature. This allows for the member training and/or the refreshmen to be inserted into the proceedings whenever it is considered most appropriate.

From what I observed, this format accomplished it's goals and also provided ample time for member input.

Cris Gleason, FC



Alan Moose, VFC

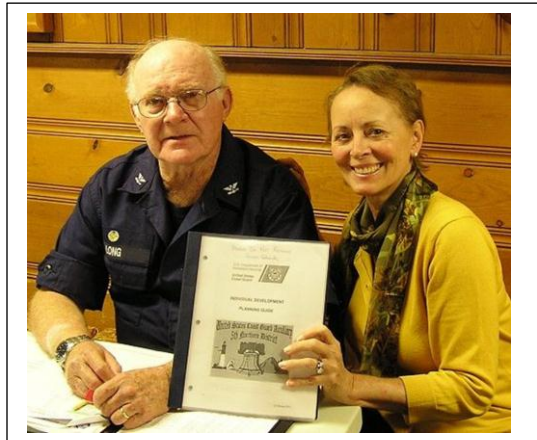


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## A Second (Flotilla) Meeting of the Month

With too many events going on to take care of in just one meeting a month, Flotilla 8-2's method of having additional time for business and for member training is to hold a second meeting each month. (Their first meeting of the month is the Business Meeting.) While uniforms are required at the first meeting, casual attire is the UOD for the second meeting, also held at the Shack in Cape May, NJ.

Forty four members (38 members is needed for a quorum) attended this particular meeting on 18OCT12. Some observations – There were no staff reports; a new member was sworn in (Carl J. Tierney); a multi-topic MT session began only 20 minutes after the start (MT also takes place at the Business Meeting); a copy of the Uniform Guide was given to each member in attendance; a copy of the Auxiliary's Individual Development Planning Guide and the Uniform Guide is being left at the Shack for members to read at their leisure.



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



## Awards at the August Division Meeting - 2012

Just as with flotilla meetings, some division meetings have more on their “plates” than others. At the Division 8 Meeting on 08AUG12, hosted by Flotilla 8-2 (Cape May), District Chair of the AUXCHEF Program Ken Enochs (4-9) presented the AUXCHEF Qualification Certificates to members Diane Bove (8-2), Nelson Brown (8-2), Ralph Catanese (8-2), Joe Gruff (8-2), Victoria Wells-Manlandro (8-2), and Jeannie DiCecco (8-5) (not able to attend).

Congratulations on a job well done. (No pun intended.)

Want to know how to get our District Director (Diraux) and the District Commodore to travel a long distance on a midsummer’s midweek evening to attend a flotilla meeting? Simple. Just serve as a member of the USCG Auxiliary for FIFTY YEARS. Kudos to Pete Fuhrman (8-4) who has served in elected and appointed positions at all levels in our national organization.



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

# Boat Crew Training Begins Indoors

Last October and this January, Flotilla 8-5 hosted Boat Crew training classroom sessions. Under the supervision of Walt Alsegg (QE Fl. 81) and the assistance of seven coxswains, twelve members from five flotillas began their training to become qualified Auxiliary Boat Crew Members. Topics included: First Aid, Boating and Safety Equipment, Line Handling and Knot Tying, Coastal Navigation, VHF Radio Communication Procedures, and ODU Uniforms.

Both classes took place in the new Brigantine Community Center. Morning refreshments and lunches were graciously provided by host Flotilla 8-5.

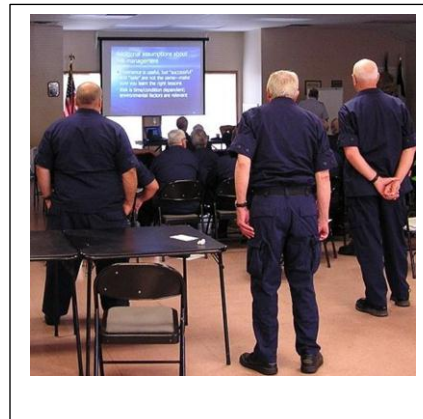
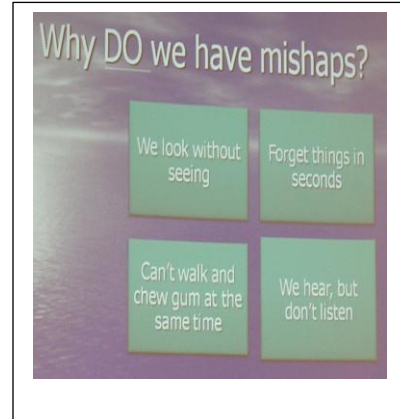
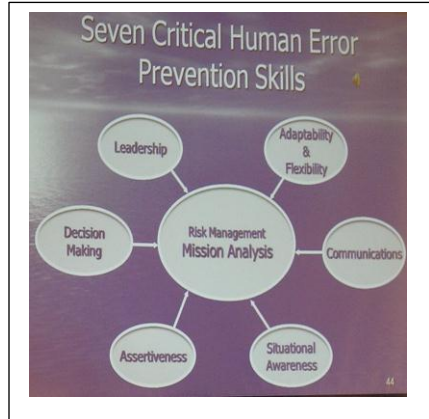


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# TCT-8

Attendance at an 8 hour Team Coordination Training course (TCT-8) is a training task necessary to qualify for crewman in the USCG Auxiliary Boat Crew Program. It is also required every 5 years by all coxswains.

TCT-8 courses are not offered frequently. Division 8's offering was presented in May 2012 in Ocean City, NJ by TCT Facilitators Marilyn Hughes (8-1) and Joe Giannattasio (8-2), on Saturday, June 30, 2012. Unable to attend that class, later in the year four coxswains, Mike Colondrillo (8-4), Vince Kipp (8-3), Dave Scallion (8-4), and I, car-pooled to Manahawkin, NJ in Division 7 to attend the course given by District TCT Team Coordinator Ira Dolich (6-6) and Facilitator Howard Burakof (16-1).

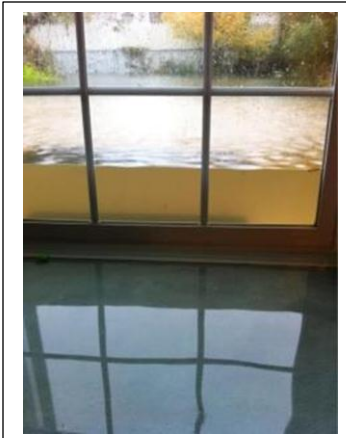


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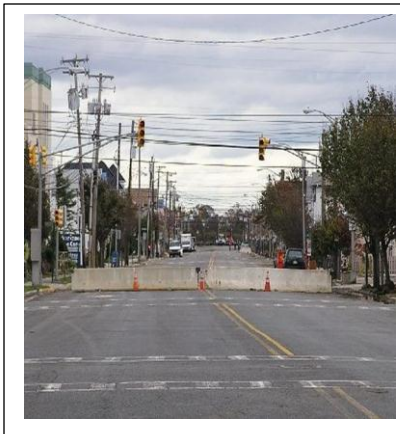
# Super Storm Sandy – A “Local” Look Back

What can be written about Super Storm Sandy that you haven’t already seen online, on TV, on the radio, in the newspapers, or in person? At it’s widest, Sandy covered a thousand miles, from the East Coast to Chicago, IL, on the western shore of Lake Michigan. Imagine the billions of stories this storm left in its wake. Below, is (part of) one of them.

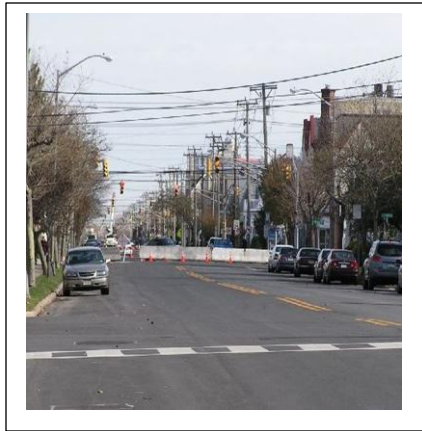
My hometown of Margate City, NJ sits between Ventnor City and Longport on the same barrier island as Atlantic City. Sandy’s early aftermath created two situations that many residents, maybe all, had never experienced. It also exposed remnants of a structure I had heard about but have never seen. The photos begin with a ‘flood picture’ from the internet.



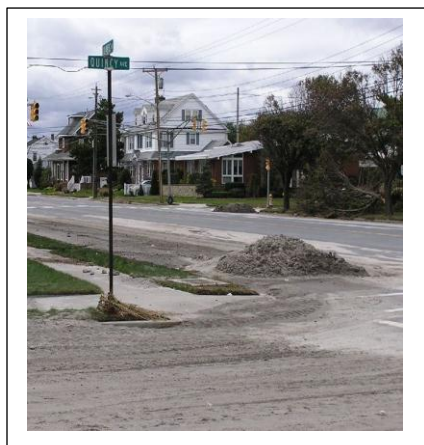
Water against a house window in Ventnor Hts.



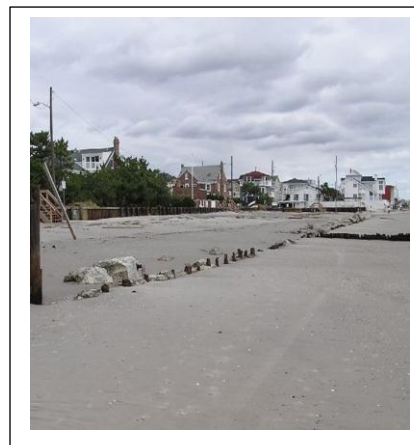
Blockades (Ventnor Ave.) between Margate and the adjoining towns of Ventnor & Longport.



Buried beach block streets in Margate.



Sand on Atlantic Ave., one block from the beach.



Uncovered pilings of Margate’s boardwalk – destroyed by the Hurricane of 1944.

# Post-Sandy Beach Cleanup – A “Family” Affair

Article and Photograph - Jim McClellan 8-2

On Saturday 05JAN13, a group of volunteers from the CG Auxiliary and the Coast Guard cleaned the beach north of Cape May Inlet beach of storm damage debris.

The project was organized by Rob Goodman of Flotilla 8-3 and included members from Fl. 8-2, Fl. 8-6, and Coast Guardsmen and their families.



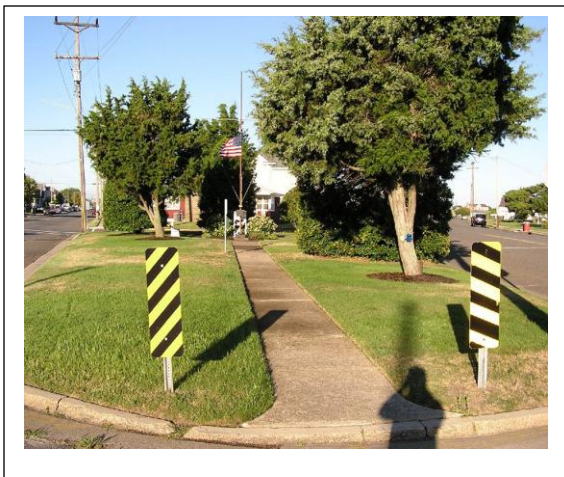
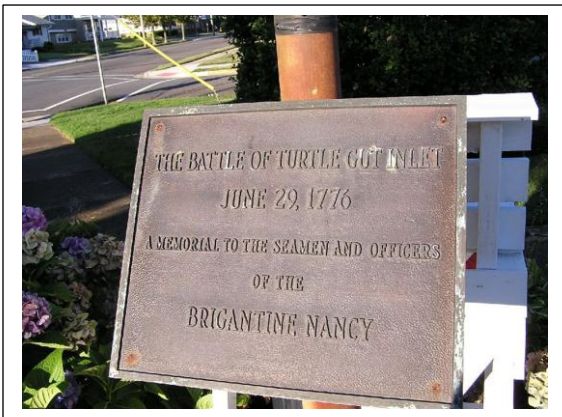
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## Update - Battle of Turtle Gut Inlet

The Spring Issue 2012 contained an article describing the relationship between two barrier island shore towns at the opposite ends of our division - Brigantine and Wildwood Crest. The next to last paragraph in that article read:

*“Here are more details. Turtle Gut Inlet connected the Atlantic Ocean to Sunset Lake (and thereby to the Intracoastal Waterway) in Wildwood Crest, NJ. It was filled in by the county in 1922 and has long been forgotten even by most of the residents who occupy homes above it. Today, a marker commemorating the Battle of Turtle Gut Inlet (1776) stands at Miami and New Jersey Avenues, across from Sunset Lake, in Wildwood Crest.”*

During this past summer, I visited the memorial.



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

## An Update from the Summer Issue 2012

# Seals blamed for increased shark sightings, great white attack off Cape Cod

Published August 01, 2012

FoxNews.com



A rebounding seal population has brought sharks to the shores of New England, say experts.

Efforts to protect the once-dwindling seal population along the New England coast have been so successful that sharks have noticed.

The first great white shark attack off Cape Cod in 75 years has put the spotlight on the adorable critters, because the sharks have come ever closer to beaches in pursuit of seals. And with the regional gray seal population -- down to just 10,000 in the 1960s and now as high as 300,000 -- shark sightings are on the rise, too.

"We believe that the reason the great white sharks are coming closer to shore in the Cape Cod area, specifically on the eastern shore is because of the growing gray seal population."

- Greg Skomal, marine biologist with the Massachusetts Division of Marine Fisheries.

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# Seals- (cont'd)

"We believe that the reason the great white sharks are coming closer to shore in the Cape Cod area, specifically on the Eastern shore, is because of the growing gray seal population," Greg Skomal, marine biologist with the Massachusetts Division of Marine Fisheries, told FoxNews.com. "Sharks like to eat seals [and] because the gray seal population has really grown dramatically in the last couple of years, they're targeting them."

Monday's attack took place in front of several horrified witnesses. Christopher Myers and his son were about 80 yards off of Ballston Beach in Truro when he was bitten on the lower part of both legs. He managed to make it to shore and is recuperating in Massachusetts General Hospital in Boston.

Great white shark sightings have increased off the coast of Massachusetts in the last several years, and state researchers have been monitoring and tagging the sharks since 2009. And since their food supply likes the beach, so do they, according to experts.

"The areas along the outer beaches have fairly good channels along the edges of them," said Gordon Waring, Fisheries Research Biologist with the Northeast Fisheries Science Center. "The seals use those sand bars and beaches [to congregate]. There could be hundreds to thousands of seals around those areas on any given day."

Once at the brink of extinction, seals have been untouchable since the Marine Mammal Protection Act of 1972 (MMP), and were virtually unseen in the U.S. until the 1980s. Since then, the animals have re-colonized and established a year-round presence, according to Waring. Muskeget Island, roughly 20 miles off Cape Cod, in the Nantucket Sound, is the largest seal pupping colony in U.S. waters.

"Something needs to be done. We control all the other species, why can't we control these?" John Our, commercial fisherman in Chatham, Mass., and captain of the Miss Fitz, told FoxNews.com.

The Seal Abatement Coalition [SCA], whose website urges "sensible management of the Cape and Island shorelines," to reclaim them from the "infestation of gray seals," could not be reached for comment. But the group stops short of advocating hunting seals, instead calling for "dispersal."

Brian Rothschild, a marine science professor at the University of Massachusetts at Dartmouth, told the Boston Herald that getting control of the seal population may require help from lawmakers in Washington..

"Society has some tough decisions to make," he said. "Most people believe the seals are attracting the sharks, and the only thing they can do is control the seal population. But to do that would require a revision of the Marine Mammal Protection Act, and that's a big deal."

Read more: <http://www.foxnews.com/scitech/2012/08/01/seals-blamed-for-increased-shark-sightings-great-white-attack-off-cape-cod/#ixzz22ozuvRXh>

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



Reprinted From *The Longboat* (Flotilla 8-6). Editor- John Lomonaco  
(Revised for space considerations)

With 2012 now behind us, we can certainly say that it was a great year for Flotilla 86 recruiting. We have welcomed many new members to the Auxiliary. One of the first things a new member may notice is all the different insignias on our uniforms. Below are pictures of the most common member “Insignia of office held” you may encounter participating in Division activities. A Red “A” represents appointed offices and a Blue “A” represents elected offices. As a new member there are many exciting ways to get involved and it helps to know who to go to so you can get started.



Division Staff Officer



Division Commander



Division Vice Commander

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On December 15<sup>th</sup> Flotilla 86 participated in the annual Wreaths Across America at the Cold Spring Veteran’s cemetery. It was an unseasonably warm Saturday that brought nearly a hundred people to pay respect. Flotilla 86 and other local organizations honored our fallen heroes’ past and present with the laying of a wreath. Jim McCarty, Rob Reil, Mike House, John Lomonaco, Ed Gillespie, and our retired shipmate George Smith participated. Wreaths Across America is a non-profit organization that began in 1992 intended to expand on the Arlington wreath laying ceremonies.



***Wreaths Across America***

# FLOAT PLAN

Contributed by Joseph Giannattasio,  
Immediate Past Division Commander

Here is the official website for FLOAT PLANS; they may be saved, filled-out, printed, or emailed to others. The web address may also be provided to students of our PE classes: <http://www.floatplancentral.org/>

You may want to explain if people are going out for a few hours on their boat, let someone know where you expect to be and when you expect to return.

If you plan a longer cruise, leave a copy of a completed Float Plan with your Marina or Friend.

Do not attempt to file the form with the Coast Guard. The Coast Guard will not accept Float Plans.

**FLOAT PLAN**

INSTRUCTIONS: Complete this plan before you go boating and leave it with a reliable person who can be depended upon to notify the Coast Guard, or other rescue organization, should you not return or check-in as planned. If you have a change of plans after boating, be sure to notify the person holding your Float Plan. For additional copies of this plan, visit: [www.floatplancentral.org](http://www.floatplancentral.org)

**Do NOT file this plan with the U.S. Coast Guard**

**VESSEL**

**IDENTIFICATION:** Name & Hailing Port, Document / Registration No., Year & Make, Length, Type, Hull Mat., Color, Prominent Features

**COMMUNICATION:** Radio Call Sign, DSC MMSI No., Radio-1 Type, Radio-2 Type, Cell / Satellite No., E-mail

**PROPULSION:** Primary Type, Auxiliary Type, Fuel Capacity, Fuel Capacity

**NAVIGATION:** Map, Charts, Compass, GPS / DGPS, Radar, Sounder

**SAFETY & EQUIPMENT:** VISUAL DISTRESS SIGNALS, AUDIBLE DISTRESS SIGNALS, OTHER GEAR

**PERSONS ONBOARD:** OPERATOR (Name, Address, Age, Gender, Medical Notes), PASSENGERS / CREW (Name & Address, Age, Gender, Medical Notes)

**ITINERARY**

DATE	TIME	LOCATION (BY APPROX)	STATUS OF VESSEL	REASON FOR STOP	CHECK IN TIME
Depart					
Arrive					
Depart					
Arrive					
Depart					
Arrive					
Depart					
Arrive					
Depart					
Arrive					

**BOATING EMERGENCY GUIDE™**

You will need the following items before you begin: 1) The Float Plan if one was given to you, 2) Pen or Pencil, 3) Clean sheet of Paper or Writing Tablet, and 4) your local Telephone Directory. Begin with Step 1 below.

**Step 1:** Do you have a genuine concern for the safety or welfare of any person who has not returned or checked-in in a reasonable amount of time?  
IF YES, then continue with Step 2, otherwise STOP, no further action is required.

**Step 2:** Were you given a prepared Float Plan by anyone on board the vessel?  
IF YES, then continue with Step 3, otherwise go to Step 5.

**Step 3:** On the Float Plan, locate the two Contact lines at the bottom of the page. Call Contact number 1.

**IF CONTACT #1:**

IF	THEN
Answers phone	Take notes during your conversation. 1. Let the person know you are responding to a late return or check-in by the individuals designated on the Float Plan. 2. Determine if the person you are talking to, or anyone else at that location, has recently had contact with anyone on the vessel, and when and where that contact occurred. 3. Are you still concerned about the safety or welfare of any persons on board the vessel? <b>IF</b> Yes <b>THEN</b> Continue with Step 4. <b>IF</b> No <b>THEN</b> STOP. No further action is required.
Does not answer phone	Continue with Step 4.

**Step 4:** Call Contact number 2.

**IF CONTACT #2:**

IF	THEN
Answers phone	Take notes during your conversation. 1. Let the person know you are responding to a late return or check-in by the individuals designated on the Float Plan. 2. Determine if the person you are talking to, or anyone else at that location, has recently had contact with anyone on the vessel, and when and where that contact occurred. 3. Are you still concerned about the safety or welfare of any persons on board the vessel? <b>IF</b> Yes <b>THEN</b> Continue with Step 6. <b>IF</b> No <b>THEN</b> STOP. No further action is required.
Does not answer phone	Continue with Step 5.

**Step 5:** Take a moment to jot down the facts you know about each item in the checklist below:

- DO NOT SPECULATE. Speculation about a detail may mislead Search And Rescue personnel, add to the overall search and rescue time, and adversely affect the outcome.
- Period of time the vessel has been overdue.
- Purpose of the trip or voyage.
- Description of the Vessel (type, size, color, features, etc.)
- Vessel's departure point and destination.
- Places the Vessel planned to stop during transit.
- Navigation equipment on board (such as GPS, Loran C, Radar, Compass, Sounder, etc.)
- Number of people aboard the Vessel, as well as personal habits (e.g. dependability, reliability, etc.)
- Was the Vessel already moved, or did a vehicle tow it to the launch point?
- License plate number and description of the tow vehicle, and/or passenger transport vehicle.
- Communications equipment aboard, including type of radio and frequencies monitored, cellular or satellite telephone numbers of individuals, etc.
- Additional points of contact along the vessel's planned route.
- Where there are pending commitments (e.g. work, appointments, etc.)

Continue with Step 6.

**Step 6:**

- Contact your local Law Enforcement agency (Police or Sheriff).
- Let the dispatcher know that you are responding to a late return or check-in by the persons on board the vessel.
- The dispatcher will instruct you from here.

Note: The dispatcher will provide you with the necessary contact or agency connection to get a search and rescue mission started. This is usually handled this way because it puts you closest to the agency conducting the actual search and rescue, eliminating an unnecessary middleman. If the dispatcher would like a follow-up call from you on the outcome of the rescue, they will let you know.

4. Continue with Step 7.

**Step 7:** Be patient... you've done everything you can possibly do for now. It is important to keep the telephone available, so emergency personnel can contact you with additional information and/or questions concerning the search and rescue effort.

**STOP - End of Guide**

Float Plan Central™ is a service of the U.S. Coast Guard Auxiliary [www.floatplancentral.org](http://www.floatplancentral.org)

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

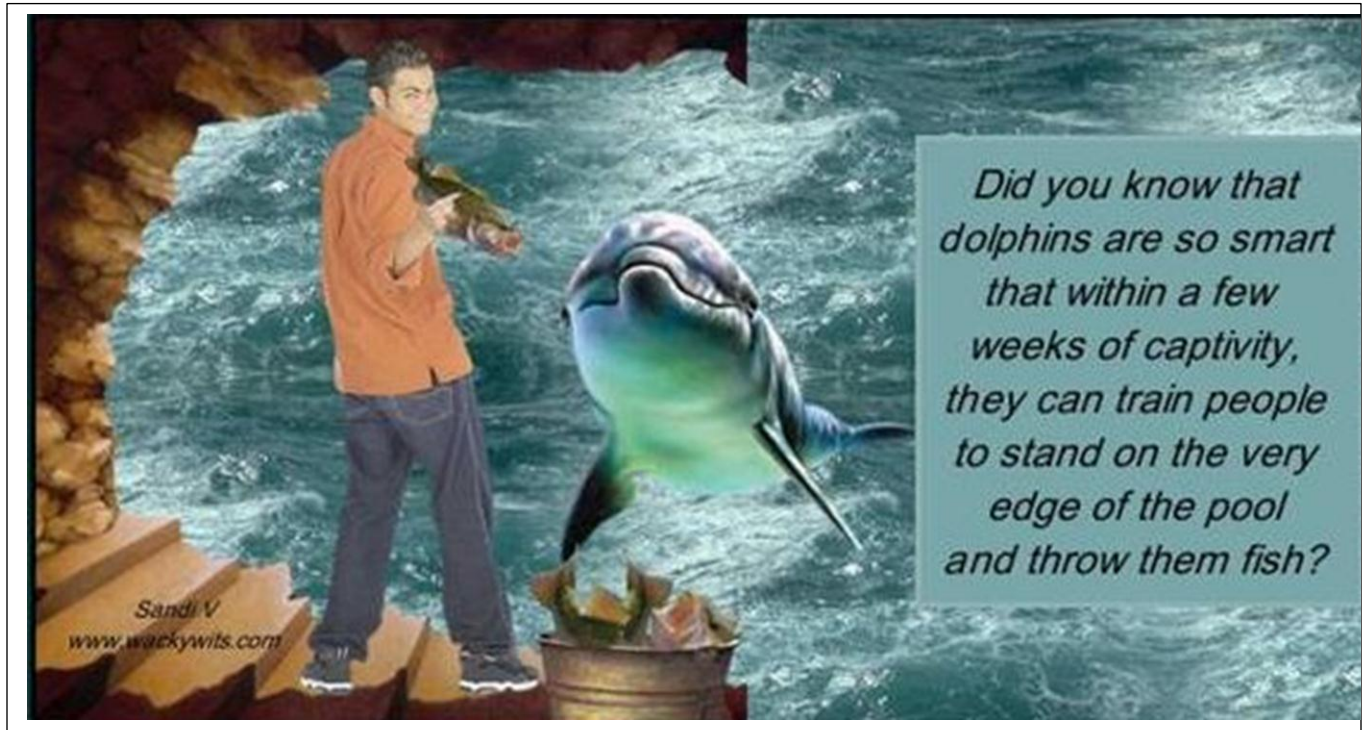
# Boating On My Mind

Here are some questions that may help get your mind out of the winter doldrums for a while.

1. What four knots, bends, and hitches do Auxiliary boat crew personnel have to be familiar with?
2. What is the difference between a knot, a bend, and a hitch?
3. What geographical direction would you be going if your compass read 90 degrees?
4. What compass degree heading is West?
5. What is the name of the difference between Geographical (true) North and Magnetic North?
6. What is the name of the effect metals on a boat may have on it's compass?
7. Which will cause less reduction in line strength, a knot or a splice?
8. What name is given to the uninterrupted expanse of water over which the wind operates?
9. A bow wave and stern waves are the two types of waves that are caused by the passing of a motorboat. Which type is the most dangerous?
10. The Navigation Rules recognize three types of encounters between two approaching vessels. What are they?
11. What term is applied to a vessel that is not at anchor, not made fast to the shore, or not aground?
12. There are lots of crew duties. Which crew duty is required by law?

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# A Final Thought



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