



Division Commander (DCDR) - Joseph Giannattasio

Editor - Howard Friedman auxhf@yahoo.com

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Fall 2012

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## **5NR FALL CONFERENCE**

**PLUS**

**A "QUIZ",  
A "CONTEST",**

**& MORE!**

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**Past issues** of the *Mariner*, *Webwatcher*, and **5NR Topside**

can be found on the Publications Page of the Division 8 website:

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

If the above link doesn't work, "Highlight" it, then "Copy and Paste" it to the Address Field of your e-mail window." Copying and Pasting" is much easier than re-typing. See page 24.

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## **Division 8 Staff Officers - 2012**

VCDR (Chief of Staff) - Bill Holmes (8-3)

SO-CS (Communication Services) - Bob Babezki (8-1)

SO-CM (Communications) - Stan Friedman (8-5)

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) - Richard Weiss (8-2)

SO-MT (Member Training) - Ken Wilde (8-1)

SO-NS (Navigation Systems) - John Gallagher (8-2)

SO-OPa (Operations) - Bruce Long (8-2)

SO-OPb (Operations) – Walt Alsegg (8-1)

SO-PA (Public Affairs) - Joe Giannattasio (8-2)

SO-PE (Public Education) – Marilyn Hughes (8-1)

SO-PV (Program Visitor) – Natalie McFeeley (8-6)

SO-SR (Secretary Recorder) – Jim Kight (8-6)

SO-VE (Vessel Examiner) – Bill McFeeley (8-6)

IPDCDR (Immediate Past Division Commander) - Dan Hartman (8-2)

SO-PB (Publications) - Howard Friedman (8-3)

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

### **OVERCOME “WRITE FRIGHT” – PUBLICIZE YOUR FLOTILLA’S ACTIVITIES**

All of us who have been on Auxiliary patrols are aware of “Mic Fright” (mic = microphone). “Mic Fright” usually occurs when an inexperienced crewman is faced with having to transmit via a VHF radio, a message, usually an Ops-Normal Report, to a watchstander at a USCG station. More often than not, the “fright” is caused by the lack of the necessary familiarity with USCG Communications Procedures. Eventually, through conscientious practice, the crewman will become comfortable with the appropriate procedures and the “fright” will disappear.

Like “Mic Fright”, “Write Fright” is mainly caused by a lack of experience. For most folks, expressing one’s thoughts on paper is not an often occurring activity.

From what I have seen in my brief time as editor, “Write Fright” seems to be keeping many members from submitting articles to the *Mariner*. Well, fear no longer. Teamwork, you and I, will eliminate the problem. Here’s how. Merely provide me with a Facts List, preferably with some interesting photos (the ingredients), and, if it can be used, I will create the article (the product).

#### Facts List (ingredients) -

Dates, times, and locations

Names of characters (with flotilla numbers)

Weather, unusual happenings, and/or any special or personal slant on the story

Working together we can overcome “Write Fright” and bring those interesting activities and accomplishments of your flotilla to the attention of ALL the members of our division.

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

*Howard*

# Bridge Election Results – for 2013

## Division Commander-Elect (DCDR-E)

### **William Holmes (8-3)**

Date of Enrollment: APR07

Current Offices: VCDR, IPFC, FSO-HR, FSO-PB

Certifications: BCCREW, IT, MDV, VE, APC

## Vice Division Commander-Elect (VCDR-E)

### **Richard Weiss (8-2)**

Date of Enrollment: MAR07

Current Offices: DSO-PE, SO-MS, FC

Certifications: BCCOX, IT, MDV, VE, APC



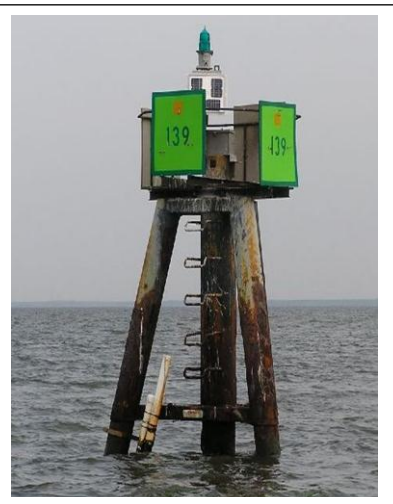
**VCDR-E Weiss**

**DCDR-E Holmes**

# ATON Patrol – North End of our AOR

Story and photos – Howard Friedman

Having been on three ATON patrols this summer in the southern half of our Area Of Responsibility (AOR) and always available for patrols in new waters, I readily accepted an invitation from Dave Scallion (a Division 8 Aids Verifier, Fl. 8-4) to come along on Ernie Phillip's AUXFAC (8-4) for an ATON patrol in the northern end on 01SEP12. Our assignment was to photograph and record the lat/lons of eight lighted day markers along the ICW behind Brigantine Island, from Absecon Inlet north to Great Bay.



Absecon Inlet

Great Bay

Heading home  
(Atlantic City)

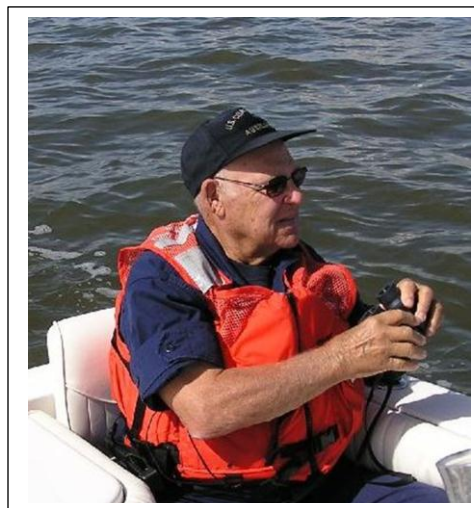
# Deja Vous – North End ATON

Story and photos – Howard Friedman

In what has become for me the “Year of the ATON Patrol”, on 20SEP12 I got to spend another beautiful day on the water taking photos. As before, the patrol route was along the ICW behind Brigantine Island. However, this time the vessel was Mike Colondrillo’s AUXFAC (8-4). With Paul Rudolph (8-4) along as a lookout and recorder, we photographed and noted the lat/lons of twenty-seven day markers between Absecon Inlet and Great Bay.

Curious as to the reporting process of Aids discrepancies, I also reported 4 ICW markers: 2 with birds nests; 1 with a damaged sign board; 1 with a missing numeral on it’s sign board. Also in the report were two damaged “stick” markers at the entrance to a narrow channel on the north side of Absecon Inlet known to local boaters as St. George’s Thorofare (not on the NOAA chart).

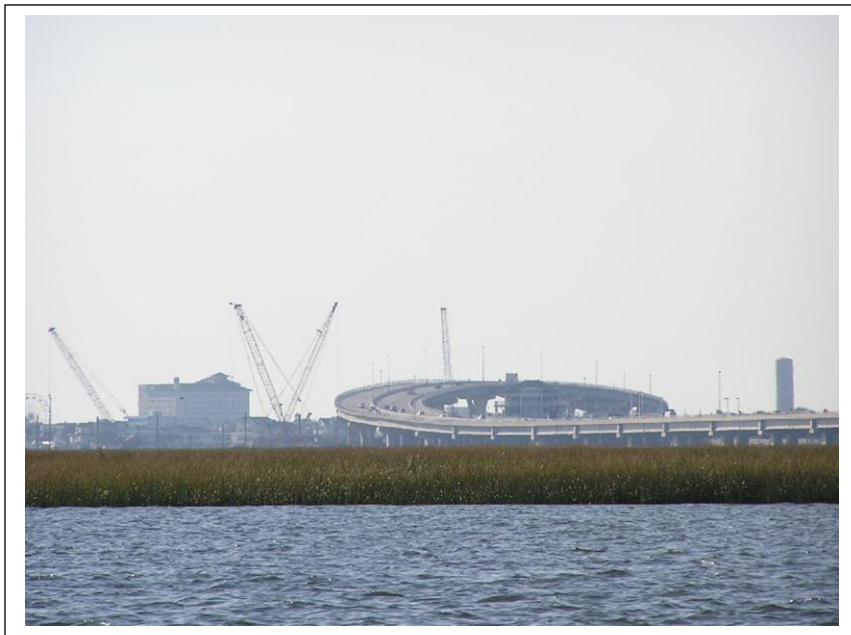
When the process is completed, I will detail it in an article so that you will have, for next year, an entire knowledge of the steps involved in the reporting method. So far, I have come across at least two discrepancies in the discrepancy reporting procedure. More later.



# A PATON Verification Patrol

Story and photos – Howard Friedman

Launching Ernie Phillip's AUXFAC at JFK Park in Somers Point, NJ, Dave Scallion (8-4), Ernie (8-4), and I teamed up again for another Aids patrol. This time, instead of checking ATONs, our focus was PATONs (Private Aids To Navigation). Our assignment was the Annual Verification of the NJ State buoys through Ship Channel and two buoys at the entrance to the Great Egg Harbor River (which were, on the NOAA chart, in Great Egg Harbor Bay).



The new Rt. 52 Bridge going into Ocean City (9<sup>th</sup> Street) from Somers Point.



End of our patrol season.

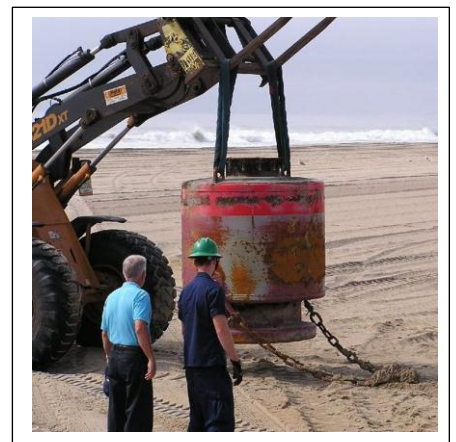
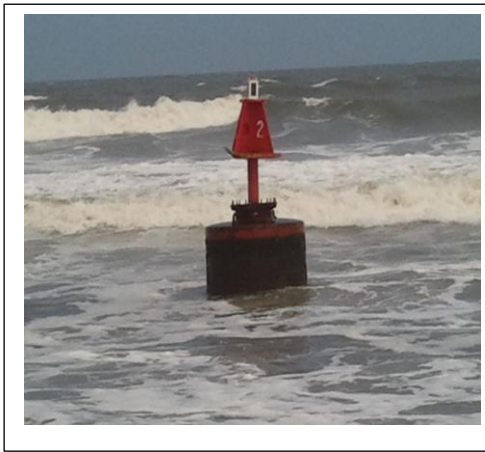
# “Off Station”

Story by Howard Friedman

Photos by Lilliam Santiago and Howard Friedman

The expression “off station” refers to not being in the area assigned to be patrolled. The station for Buoy #2 of Great Egg Harbor Inlet (GE) is about a mile at sea in the waterway that separates Longport from Ocean City, NJ. On the evening of 04SEP12, the buoy was seen, with its red light flashing, almost 4 miles off station. Imagine the surprise it was to the bathers and beachgoers in Ventnor City, many of them non-boaters, when they arrived at their beach the next day and found this “thing” bobbing in the surf.

The retrieval process began when a beachworker from the Ventnor City Public Works Department (VCPWD) notified Tom Klein, FC of Flotilla 8-4 - Atlantic City. Tom phoned Lt. C.K. Moore, the CO of Station AC, and later that day, men from the ATON Dept. at USCG Station Cape May removed the light and the sun power panel. The next day, with the assistance of the VCPWD, the buoy was removed from the beach for repair, soon to return “on station” and again help provide safe ocean access and (“red, right,) return” for boaters in its area.



Fasten your seat belts!

“On the way to Cape May.....”

Cleaned up and back “on station.”



# More Than Just The Atlantic City Air Show

Story and photos – Howard Friedman

While everyone's attention during the week of 13AUG12 was on the two days of the Atlantic City Air Show, some members of Division 8 were involved with other events.

At 0545 on Wednesday, 15AUG12, four groups of crewmen from Flotillas 8-2, 8-3, and 8-6, gathered at their docks to prepare their facilities for getting underway. Their assignment? Be at Hereford Inlet at 0645 to begin a safety patrol for the twenty-one rowing teams from beach patrols in south Jersey. The event? The 37<sup>th</sup> Annual Bud Tarbotton Memorial Around the (Wildwood) Island Row, a 20 mile, 3 to 4 hour race sponsored by the North Wildwood Beach Patrol. (A Wildwood Crest BP crew won, edging out a duo from Margate, NJ.)

AUXILIARY FACILITIES (Owner first)

Matt Copeland (cox) – Fred Beyer

Chris Gloede (cox) – Bill Hartley, Vince Kipp, Tom Palmer

Fran Krajewski – Howard Friedman (cox)

Richard Weiss (cox) – Dan Hartman, Brenda Hollway, Frank Verrichia

PWC- Joe Giannattasio



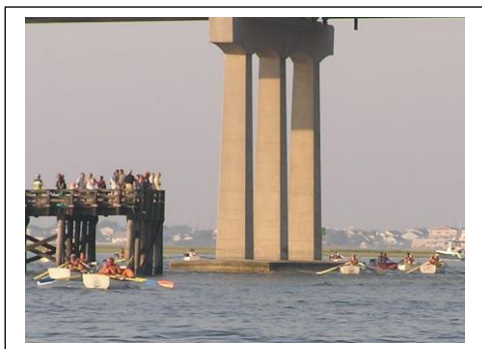
Waiting for the rowers.



Getting into position.



Through Grassy Sound Channel



Along the ICW, it seemed as if there were spectators and well-wishers on every bridge and dock.

# More Than Just The AC Air Show (cont'd)

Story and photos – Howard Friedman  
Photos – *The Press of Atlantic City*

After the Wildwood Island row, Auxiliarist activity moved north to USCG Station Atlantic City where, that afternoon, members of Flotilla 8-4 - Tom Klein, Paul Rudolph, Pete Fuhrman, Larry McGinnis, and Neil Wannan - met to help decorate Ernie Phillips' AUXFAC and SUV. Their effort was in preparation for a drive along Atlantic City's boardwalk during the 2<sup>nd</sup> Annual Armed Services Parade (the evening before the AC Air Show's practice day).

Although hampered by an hour-long rain storm, they finished in time to arrive at the parade's designated meeting place. Coincidentally, the parade's start time was delayed by 30 minutes.



Decorating the OPFAC.



Getting in line on the boardwalk.



The first act reaches the end.



# More Than Just The AC Air Show (cont'd)

Story and photos – Howard Friedman

Auxiliary activities are not “all work and no play”. On Wednesday evening, Auxiliarists joined other Air Show volunteers and staff members at the Rams Head Inn in Galloway Township, NJ, for the traditional pre-Air Show buffet dinner. Besides a hearty meal at a well known restaurant, this event provided a rare opportunity for participating Auxiliarists to meet and chat with some of the Show’s performers and their hosts – the 177<sup>th</sup> Fighter Wing of the New Jersey Air National Guard in nearby Egg Harbor Township.

(Ed. Note: In the category of “Learn Something New Everyday”, during a conversation with some of the Golden Knights (the United States Army Parachute Team), I learned that the phrase “blue skies” was their equivalent to a stage actor’s salutation, “break a leg”.) Of course, when leaving I wished them “blue skies.”



# The Atlantic City Air Show – Friday, 17AUG12

Photos – Melissa Meltz, melissabellaphotography@gmail.com

Story and additional photos – Howard Friedman

The USCG Auxiliary, as it has done every year since the AC Air Show's inception, played an important role in helping to make this year's "Thunder Over The Boardwalk" a fun-to-watch and safe-to-be-at event for an estimated 700 recreational boaters. (Estimates of spectator vessels in previous years ranged from 200 to 400.)

For two full days, Auxiliary crews from Divisions 8 and 7 assisted the US Coast Guard and the NJ State Marine Police in providing a huge Safe Area over which the participants in the skies above performed their aerial feats and fly-bys.

After patrolling the show during its first three years followed by several years as a beach spectator, I was able to take advantage of an offer to view the event from a balcony on top floor of a beach front condo in Ventnor. Below are a compilation of photos taken on what was a very windy and hazy day.



Aux 232 580 keeping the Safe Area clear. Lunch is delivered.

# The Atlantic City Air Show – (cont'd)

Photos – Michael Bryant/Staff Photographer, Philly.com



From the [“Press of Atlantic City”](#)

## Bird strike cuts Thunderbirds’ routine short at Atlantic City Airshow

By EMILY PREVITI Staff Writer Posted: Saturday, August 18, 2012

The U.S. Air Force Thunderbirds were forced to end the Atlantic City Airshow early Friday after one of the pilots struck a bird. Within 10 to 15 seconds of the strike, the team decided to skip the final pass, airshow boss David Schultz said. All five planes landed safely at the 177th Fighter Wing of the New Jersey Air National Guard in Egg Harbor Township.

“They were in the last two minutes of their routine. Between the bird strike and the haze throughout the day, it wasn’t worth trying to finish,” said Schultz, whose company, David Schultz Airshows, coordinates the event. “In my briefings I always tell them common sense prevails. It’s never worth pushing it if something doesn’t feel right.”

Those on the beach or Boardwalk near the show’s center in front of Boardwalk Hall heard an announcer say that that one of the planes had encountered a problem around 2:25 p.m. Shortly after, an announcement was made that the team had decided to shorten the performance, prompting conversation among some spectators who were unsure of what was going on.

Ron Westling, 70, said he and his five family members noticed from their vantage point near Boardwalk Hall. At that point, however, the hiccup simply capped off what was an underwhelming experience for Westling, a retired Army sergeant who lives in Branchville near Sussex County Airport.

“We come for the noise,” Westling said. “We were expecting a little more noise. We go there for the action and the feeling of jets in the air. and there were a lot of pauses. It just didn’t seem the same as the last one we went to.”

The show did, however, give Westling and his wife, Betsi, a chance to see Raptors, F-16 Falcons and other aircraft they don’t normally see on their frequent trips to watch the planes come into the airport near their home.

The show concluded with the Thunderbirds’ performance one 13-year-old Dan Jamison was most looking forward to.

“They’re awesome, how they fly so close to each other,” said Jamison, of Horsham, Pa.

Jamison got to see the Thunderbirds do all but the last bit of their act.

After being cut short, the planes landed safely at the New Jersey Air National Guard’s 177th Fighter Wing in Egg Harbor Township, Schultz said.

Hazy skies were a challenge for the pilots throughout the day, though in years past the haze has been worse. Birds also proved to be a problem on at least one other occasion Friday. The Thunderbirds missed a pass early on in their performance after a bird got in the way, announcers said.

“Safety has to be the highest priority,” Schultz said. “Sometimes there are a number of factors that get in the way and things just don’t feel right. If we were to have an accident, everyone would remember that. But things like this — missing a final pass — no one remembers things like that at the end of the day.”

# 2012 Atlantic City Air Show – USCG Auxiliary Crews

Information provided by Walt Alsegg (8-1), Air Show AUXCOM

## THURSDAY - Owners listed first, coxswains (as indicated)

Mike McKenzie (4-9) (cox), Bob Fritz (4-9)

Ed Henne (8-1), Lew Branin (8-1) (cox), Dan McFadden (8-1), Teri Pierce (8-1),  
Gloria Grumbein (8-1)

Art Zack (8-1), Dick Sorokin (8-1) (cox), Bob Babezki (8-1), Fred Ruddick (8-1)

Dave Latta (10-8) (cox), Charley Wilkins (8-1), Dave Wilson (8-1)

Stan Friedman (8-5) (cox), Alan Moose (8-5), Mike Fitzpatrick (8-5)

27 UTL- Scott DiStefano(8-5) (cox), Ernie Phillips(8-4), Bill Hannan(8-5), Eileen Harrigan(8-4)

## FRIDAY - Owners listed first, coxswains (as indicated)

Mike McKenzie (4-8) (cox), Bob Fritz (4-9), Ray Mateer (8-1)

Ed Henne (8-1), Dan McFadden (8-1) (cox), Lew Branin (8-1)

Art Zack (8-1), Bob Babezki (8-1) (cox), Gene & Janet Richardson (8-1)

Dave Latta (10-8) (cox), Mary Grant (8-1), Fred Ruddick (8-1)

Stan Friedman (8-5) (cox), Alan Moose (8-5), Calvin Bartcheko (8-5)

Glenn Westervelt (8-5) (cox), Ken Eisenberg (8-5), Vic Libetti (8-5), Jean Dicecco (8-5)

27 UTL - Walt Alsegg (8-1) (cox), CDR Terry Johns (DIRAUX), Dave Desimone (4-4),  
Eileen Harrigan (8-4), Jim Earle (8-1),

## Division 7 - AUXFAC owners

Thursday Robert Adams (7-2)

Both days Jon Bomengen (7-4)

Both days Lee Frost (7-2)

Both days Joseph Jenci (7-4)

Summary: 11 Auxiliary boats with a total of 41 crew

6 Coast Guard Boats from Stations Atlantic City, Cape May, and Barnegat Light

5 New Jersey State Police boats

## Two 'Small' Events – 2012

While widely publicized events receive the bulk of the notoriety, Division 8 Auxiliaries also volunteer their services for many smaller, less well known boating and public affairs events

### Go Green Night – Ventnor, NJ Saturday, 04AUG12

Photos by Jean Antolini, Peter Mokover, and Shaun Smith

Keeping the ICW safe for paddlers during the event are two crews from Flotilla 8-4 – Absecon Island:

Ernie Phillips (cox), Linda Jones, and Mike Colondrillo.

Paul Rudolph (cox), Bob Root, and John Percy (6-9)



### First Night Out – Galloway Township, NJ Tuesday, 07AUG12

With their tent, information table, and AUXFAC set up between the exhibits of the U. S. Coast Guard and the Federal Air Marshal Service (FAMS), FC Tom Klein (8-4) and FSO-OP Ernie Phillips (8-4) spent a very enjoyable summer evening answering questions about safe boating to many folks, some of whom, until then, had no knowledge of the existence of the Coast Guard Auxiliary.



Tom Klein (8-4) begins setting up the Auxiliary information table between the USCG and FAMS exhibits.



## Group Saluting

As an organization of peers, we, as USCGAUX, do not have the custom of saluting. During the pledge to the flag, we use the civilian position of right hand over the heart. However, there are times when we may be in uniform, in a group setting, and commanded to salute. For the inexperienced in this situation, Dave Wilson, VFC 8-1, provides the following:

“There are two parts to a Military Command. The first is the Preparatory Command, which lets the assembled members know what will be asked of them. The second part is the Command of Execution.

### FOR A GROUP ASSEMBLED AND STANDING AT ATTENTION:

"Present" (preparatory), "Arms" (execution).

To recover from the salute, the command would be: "Order", (preparatory), "Arms" (execution).

### FOR A GROUP ASSEMBLED AND SITTING:

“Company”, “Attention” (group stands at “Attention”)

“Present”, “Arms”

“Order”, “Arms”

"Thank you, please be seated".

There is a great deal of individual poetic license granted to a troop commander in the vocalization of the command. For example, it is customary to draw out the Preparatory Command and to end it with an upward inflection of the voice. Adding an "H" to the Command of Execution is also a time-honored tradition. When properly executed, "Present Arms", becomes, "Preseeennnt, Homs!" “Company, Attention” becomes “Companeeeeee, Tetch-hup!”

It should also be noted that some groups or organizations, by their local tradition, continue to use the teaching commands "Hand, Salute" and "Ready, Two" when rendering and recovering the salute as a group. Either way, all present are expected to respond the same as if the "Present, Arms" command had been made.”

“Hand” (preparatory)

“Salute” (execution)

“Ready” (preparatory)

“Two” (execution)

# TWO SEASONS, TWO FLOTILLAS

By Janet Simone Richardson, Fl. 8-1

My husband Gene is a retired Coastie. I am a retired flight attendant and teacher. The yearning to be on the water and to assist recreational boaters remains as strongly within us as it did during our professional years. During the fall of 2003, Gene and I learned about the Coast Guard Auxiliary and joined Flotilla 8-1 in Ocean City, NJ. A few months later, we left for Florida. Planning to winter there every year and wanting to remain active in the Auxiliary, we became involved with Flotilla 9-6, Bonita Beach. So how did this two flotilla situation work out?

After discussing our feelings with both flotilla commanders, the decision was made to “split” our membership. We flipped a coin and I won. With my roots in Philly and south Jersey and Gene’s time at TRACEN in Cape May, I chose Flotilla 8-1. Now during the summer, Gene is a “permanent visitor” in NJ and during the winter I am a “permanent visitor” in Florida. Below are some of “my vacation” photos from last winter.

The Marlin is one of four 87 ft CG cutters home-ported in Fort Myers Beach, FL. In the same class as Station Cape May’s Ibis, it has a "fast boat" onboard. Members of Flotilla 9-6 were invited to go on a half day trip on the Marlin during which the Coast Guard graciously allowed us to go out on the “fast boat”. Although the ride lasted only about ten minutes, the launching and retrieving off of the stern of the cutter was an especially exciting part of an amazing day.



Counterclockwise from top:  
On patrol – Fort Myers, FL;  
Fun day on the Marlin  
Fastboat from the Marlin



## United States Coast Guard Auxiliary

# EXERCISE: Boat On Fire (Delaware Bay - 08OCT12)

This is a DRILL to test the effectiveness of communications and integrated coordination of land facilities, USCG and USCG Auxiliary surface vessels, and air asset activities to insure safe effective operations.

- BOAT ON FIRE will test the effectiveness of coordinated activities and communications between the land facilities, surface vessels, and air assets.
- BOAT ON FIRE will also test overall safety procedures and situational awareness of all response and participating personnel.
- **Effective Communications between** Auxiliary and land facilities as well as Aux boat and air assets shall use:
  - Proper radio protocol
  - Operational communications IAW standard practices.
- Proper first aid and evacuation procedures for unconscious boater from boat to helo.



Upon completion of the exercise, (l to r) DIRAUX CDR Johns, Joe Gruff (8-2), Bruce Long (8-2), DCO Robinson, and Fran Krajewski (8-3) carry the "Bruce Long designed smoke pots" used to simulate burning wreckage in the water.

From the “**WebWatcher**”, Division 8 (5NR), August 2012

#### **H. NMMA DISAPPOINTED IN U.S. COURT OF APPEALS DECISION TO DISMISS BOATING INDUSTRY CONCERNS ABOUT E15**

The National Marine Manufacturers Association (NMMA) announced it is disappointed in the decision today by the U.S. Court of Appeals for the D.C. Circuit to dismiss on procedural grounds the recreational boating industry’s challenge of the Environmental Protection Agency’s (EPA) decision to allow E15 into the U.S. fuel supply. The Engine Products Group, a coalition of organizations that includes NMMA, sought to block the EPA decision. Other coalition members include the Outdoor Power Equipment Institute (OPEI), the Alliance of Automobile Manufacturers (AAM) and the Association of Global Automakers, Inc. (Global Automakers).

This decision puts the potentially dangerous E15 at gas pumps across the country, a troubling scenario for American boaters and the recreational boating industry.

While this decision is a setback it does not speak to the underlying merits of the case – whether EPA was in fact correct in its interpretation of the Clean Air Act to allow for a partial waiver in the first case. In his dissent, Judge Kavanaugh, who presided over the case, found that “EPA ran roughshod over the relative statutory limits” and is “flatly contrary to the plain text of the statute.” NMMA is confident that were the Court to rule on the merits of the case that it would find that EPA has overstepped its authority for a partial waiver of E15. As a result, NMMA is currently evaluating further litigation options.

Late in 2011, the EPA approved the use of E15 for a subset of on-highway motor vehicles (model years 2001-2006). Earlier that same year, the EPA approved the use of E15 for model year 2007 and newer vehicles as part of its response to a waiver petition filed in the spring of 2009 by pro-ethanol lobby group Growth Energy.

The partial waiver excluded marine engines and other non-road engines such as snowmobiles, lawn and garden equipment, the NMMA has been concerned that the waiver will lead to widespread misfueling by consumers. Recently, NMMA at its own cost distributed labels for the marine industry to warn against fueling marine engines with E15. EPA also refused to mandate that if a facility sells E15 it would also offer E10 or E0 fuel for the nation’s estimated 13 million registered power boat owners or the hundreds of millions of owners of gasoline-powered equipment.

“NMMA will continue to evaluate and address policy to protect boaters from misfueling and product failures associated with incompatible fuels and will take the necessary actions to ensure compatible fuels remain available and affordable,” said NMMA President Thom Dammrich. “EPA has failed in each regard and approved E15 in violation of its clear statutory requirements.”

# Division 8 Members at the District 5NR Fall Conference

Photos and Facts by Joe Giannattasio (8-2)



Dan Hartman, DSO-IS (8-2) helping Bob Layton (6-6) at the Information Systems



Bob Babezki, ADSO-PA (8-1) giving his report at the District Board Meeting.



Richard Weiss, DSO-PE (8-2) presenting his staff report to the District Board.



Cristen Gleason (FC 8-5) receives his certification as USCG Auxiliary Air Crew Member.

## Caption "Contest" (New Feature)

To enter, write a caption for the below photo and send it to the editor. (Use "Caption Contest" in the Subject Field of your e-mail.)

Due to the obvious budgetary limitation of our newsletter, the author of the winning\* submission will just have to settle for having his/her name and the winning entry appear in the next issue of the *Division 8 Mariner*.

\*The winning caption will be decided solely at the decision of the editor.



## Do you remember how you answered these questions?

Below are seven questions, one taken from each page of the:

### USCG AUXILIARY NEW MEMBER COURSE EXAMINATION

To make it more challenging, I wrote the questions in “fill-in the blanks” format. However, if you prefer them in the original “multiple-choice” format, you’ll find them along with the correct answers on the following two pages.

- 1) The purpose of the Auxiliary is to assist the Coast Guard with its missions except direct law enforcement and \_\_\_\_\_.
- 2) An Auxiliarist can be disenrolled only by \_\_\_\_\_.
- 3) The Auxiliary seven digit Employee ID is not associated with a flotilla. The flotilla number 05SR-06-01 \_\_\_\_\_.
- 4) The overall authority for Coast Guard Auxiliary administration is vested by in the \_\_\_\_\_.
- 5) In transacting Auxiliary business, the two most important references are \_\_\_\_\_ and \_\_\_\_\_.
- 6) The mission oriented program which allows Auxiliarists to check recreational boats for safety compliance is the Vessel Safety Check (VSC). The flotilla staff officer who specializes in this activity is the \_\_\_\_\_.
- 7) While on Auxiliary Patrol, under Coast Guard orders, you slip and injure your head and arm. You \_\_\_\_\_.

## Do you remember? (cont'd)

### “Multiple-Choice” format

- 8) The purpose of the Auxiliary is to assist the Coast Guard with its missions except direct law enforcement and
  - A. Military operation
  - B. Recreational boating safety
  - C. Pollution control
  - D. Boaters in distress
  
- 9) An Auxiliarist can be disenrolled only:
  - A. By any Auxiliarist member
  - B. By a vote of 1/3 attendees at a flotilla meeting
  - C. By the Division Commander
  - D. By the authority of the Commandant through the District Commander
  
- 10) The Auxiliary seven digit Employee ID is not associated with a flotilla. The flotilla number 05SR-06-01:
  - A. Means Division 1, Flotilla 6, District 5 Southern Region
  - B. Means District 5 Southern Region, Division 6, Flotilla 1
  - C. Indicates the State, Group, and Flotilla
  - D. Is no longer used
  
- 11) The overall authority for Coast Guard Auxiliary administration is vested by in the
  - A. National Commodore
  - B. Commandant of the Coast Guard
  - C. Secretary, Department of Transportation
  - D. Secretary, Department of Defense
  
- 12) In transacting Auxiliary business, the two most important references are:
  - A. The Auxiliary Manual and Operations Policy Manual
  - B. The Regional Director of Auxiliary's Red and Orange Books
  - C. The Auxiliary District Telephone Directory and Webster's Dictionary
  - D. The Federal Telephone Communications System (FTS) and Staff Directory
  
- 13) The mission oriented program which allows Auxiliarists to check recreational boats for safety compliance is the Vessel Safety Check (VSC). The flotilla staff officer who specializes in this activity is the:
  - A. FSO-NS
  - B. FSO-FN
  - C. FSO-MV
  - D. FSO-VE
  
- 14) While on Auxiliary Patrol, under CG orders, you slip and injure your head and arm. You:
  - A. Should take no action
  - B. Have no medical coverage through the Coast Guard
  - C. Are entitled to the same medical treatment afforded Coast Guard members
  - D. Are entitled only to you own medical coverage

## Do you remember? (cont'd)

### ANSWERS

- 1) The purpose of the Auxiliary is to assist the Coast Guard with its missions except direct law enforcement and (A) military operations.
- 2) An Auxiliarist can be disenrolled only by (D) authority of the Commandant through the District Commander.
- 3) The Auxiliary seven digit Employee ID is not associated with a flotilla. The flotilla number 05SR-06-01 (B) means District 5 Southern Region, Division 6, Flotilla 1.
- 4) The overall authority for Coast Guard Auxiliary administration is vested by in the (B) Commandant of the Coast Guard.
- 5) In transacting Auxiliary business, the two most important references are (A) the Auxiliary Manual and Operations Policy Manual.
- 6) The mission oriented program which allows Auxiliarists to check recreational boats for safety compliance is the Vessel Safety Check (VSC). The flotilla staff officer who specializes in this activity is the (D) FSO-VE.
- 7) While on Auxiliary Patrol, under CG orders, you slip and injure your head and arm. You (C) are entitled to the same medical treatment afforded Coast Guard members.



## A More Friendly Kind Of Computer Class, For YOU

While on your boat, many of you use your GPS/plotter to plot courses rather than charting with parallel rulers and dividers. But, interestingly, when at home, you use a pencil and paper to do tasks that could be done much easier and quicker if performed on your computer.

Although you agree that using a computer would make many tasks easier, you cringe at the thought of attending a computer class. Well, what if a “more friendly” kind of computer class was about to be offered? Would you at least read more about it?

The class that Bob Fritz (National Auxiliary computer instructor) and I are considering organizing for your benefit will be unique in several ways. The curriculum will be student – centered. The focus will be on teaching the skills that YOU wish to learn. (Personally, I always wanted to learn to use a thesaurus to improve my vocabulary. Would you believe that I have already used this program’s built-in thesaurus half a dozen times in composing this page?) This computer class will have personalized instruction. The atmosphere will be user friendly. And it will adhere to the expression “While a picture is worth 1000 words, a hands-on experience is worth 1000 pictures.”

So that your class time will not be wasted receiving information about skills that you already have mastered or skills in which you have no interest, Bob and I need YOUR “input.” (Or, as suggested by my thesaurus, YOUR “involvement”, “ideas”, “feedback”, “responses”, etc.) To accomplish that, you will be asked to fill out a questionnaire. (Before you groan, look it over.) It will allow the instructors to create classroom lessons based on YOUR existing computer experience and those of your guest(s). Yes, guests. Just as with our flotilla meetings, we are hoping to be able to allow Division 8 members to bring a guest. Enjoy learning together, having lunch together, and touring the base together.

Wondering about the day and date? We would even like your input for that “decision” (“choice”, “resolution”, “outcome”, (just 3 of 13)). For a group event at TRACEN, it will have to be on a Saturday. How about one in January? Which would be best for you?

To receive a questionnaire or if you would like further information, simply contact me via e-mail. I will send you one which Adobe Reader will open. Print it out, fill it out (pencil or pen), and postal mail it to me. (My address will be on the questionnaire.)

Because personalized curriculum is very time consuming to create, this type of class isn’t offered very often. Take advantage of it!

Our work is done when **EVERYONE** wears a life jacket.



Photo by Min Zack

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