



U.S. Coast Guard Auxiliary

Flotilla 81

Ocean City, N.J.

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April 2010

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Flotilla website: www.uscgaux-ocnj.org

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July 14, 2010: Division 8 Meeting –
FL 85, Civic Center, Brigantine, NJ

July 15, 2010 Flotilla 81 Meeting
St. Peters United Methodist Church,
Ocean City, NJ @7:00 PM

FROM THE BRIDGE

VICE COMMANDERS COMMENTS

Harry Norcross, VFC

CALENDAR OF EVENTS

April 14, 2010: Division 8 Meeting –
FL 84, St. James Recreation Hall,
Ventnor , NJ

April 15th, 2009: Flotilla 81 Meeting –
Stainton Senior Center, Ocean City, NJ

May 12, 2010: Division 8 Meeting
FL 85, Civic Center, Brigantine, NJ

May 13, 2010 Flotilla 81 Meeting
St. Peters United Methodist Church,
Ocean City, NJ @7:00 PM

June 3, 2010: Flotilla 81, 70th Anniversary
Party, Flanders Hotel, Ocean City, New Jersey

June 9, 2010: Division 8 Meeting –
Cold Spring Church, Cape May, NJ

The summer season is just about upon us again. I would encourage all crewmembers and coxswains, to review your manuals and training booklets and ensure that you are familiar and adept with your individual duties. Every crewmember and coxswain must be aware of the day to day operating procedures when on patrol and the manner in which to perform your duties should you be faced with an exigent situation. Also all members should familiarize themselves with the new 7029H forms. The forms can be reviewed, filled out and printed from the auxiliary national website. There are also instructions should you have a problem with the form. I wish each one of our loyal members a safe summer season with fair winds and following seas.

A Member Biography In His Own Words

Dick Sorokin, AFSO-MT

In South Philly there are no boats. In a block of row houses only the end houses have garages. No one even dreamed of boats, but we did like crabbing and went to the shore and crabbed around the bay shores. I remember one weekend we went crabbing at Ocean Gate, New Jersey. We crabbed in the morning and then went to the bay beach for a swim.

Just off-shore there were some small boats moored. Kids my age would swim out to their boats, raise sail and go for a ride. I watched them and was envious to say the least. It looked like great fun. I promised myself that one day I would have a sail boat and learn to sail

When I was 12 I joined the Boy Scouts and learned my knots and semaphore there. When I was 16 I joined the Sea Scouts up in Bristol on the Delaware River, a three hour trip from South Philly. We had a 35 foot Admiral's boat that we cruised to Annapolis one summer.

Dad did get a small motor boat that we kept in Brigantine for crabbing and fishing, twelve foot w/ a five hp Mercury.

In 1960 my wife and I purchased a house in Roxborough, Philadelphia. It had a garage. Close to Roxborough is the Germantown section of Philadelphia. Here I discovered John Wright's sail boat center. John Wright was a competitive small boat sailor. He was at this time importing from England a new dingy sail boat, a G.P.14. It was 14 feet long and you could row it, put a motor on it and sail it with main, jib, genoa and spinnaker. I bought a kit and we built it in my Roxborough garage with plenty of help from my neighbors.

At this time my first child arrived. Scott was two weeks old when I finished the boat. We took both to Cooper River with a neighbor. My wife and I launched the boat and went sailing for the first time while the friendly

neighbor held Scott. Of course I read all I could about how to sail while making the boat. Our first sail was a success. Luckily there was little wind. We went on to join Cooper River Yacht Club and did race on weekends around the area.

For two summers I got a job teaching sailing in an overnight camp in Maine and we took our GP-14 along.

In 1965 we decided to move to California. We sold our G.P.14 but kept the trailer which I converted into a utility trailer for our move west. In California we purchased a Bahama Islander 24. We watched it being made in Costa Mesa. It came with six weeks free docking. We sailed it all summer long and even went out one weekend to Catalina which was pretty far out for us... What we discovered was that the boat was the wrong size. It was too big for the Bay and not big enough for trips in the ocean. On the west coast, harbors are 20 to 30 miles apart with rocky shores in between. We sold the boat after our six free weeks of docking. Final cost was about \$125 dollars that I spent on the compass. Good deal for six weeks of sailing.

We didn't like California very much and moved back to Roxborough at the end of the school year.

Back on the East Coast teaching, I got a summer job managing the Brant Beach Yacht Club. It was a sailing club mainly. Every weekend we had races, as well as during the week. I had to run the races and set it all up. Brant Beach Yacht Club was a big operation.

We next purchased a 27 Tartan that we used in the Chesapeake. What a great time we had. We would drive down Friday night. Sleep on the boat. Decide on Saturday where we wanted to have dinner that night and spend the day sailing to that destination. Sunday we would sail back to Galena, our

home port near Georgetown, DE. We would take showers and drive to Bakers for dinner on the way home. We did this for about three years. In 1976 we purchased a house in Margate N.J. We sold the Tartan and bought a 14 foot Hobie Catamaran for the beach. We went later to a 16 foot Hobie and then back to another 14. At this time we were very active in the Margate City Yacht club where we had sailing races all summer long plus a sailing school for the younger ones. We sold our house in Philadelphia in 1980 and moved down to Margate all year round. I went into partnerships with a friend on a 24 inboard. And we did a lot of fishing every weekend. Our last boat was an 18' Whaler outrage . What a great bay boat.

All told I figure we've had 16 different boats.

Today I am active with the Ocean City Sailing Foundation , and the Coast Guard Auxiliary,, where I am a Coxswain, Vessel Examiner, Instructor and also visit public facilities in order to distribute Auxiliary information.

Caution----Sea Level Is Rising

Ruth Keck, FSO-MS

Question! Can you swim? People continue to move to and build houses along our beaches on barrier islands, despite a wealth of information that makes it clear that sea levels are rising at a much faster rate than elsewhere along the U.S. East Coast. Back in 1700, barrier islands were used for grazing cattle, and some of the islands were used for cutting timber.

Many acres of wetlands and sand dunes were destroyed during the development of resorts and residents. There are few places near the beach that have not been developed. As the development of New Jersey's barrier islands proceeded, little consideration was given to the importance of either protective or aesthetic values of the beach and dune system. Dunes

were systematically removed from the shorefront to be replaced with boardwalks, roads, or houses. The essential requirement was the view out to sea, and the dunes were in the way. However, efforts to provide protection to the buildings led to the installation of engineering structures, such as bulkheads and seawalls, to block from storm waves. There used to be an island called, Tucker's Island back in 1868. Tucker's Island had a lighthouse, lifesaving station, and a school.

Little-by-little, the ocean was winning---by 1927; the lighthouse was the last structure to fall into the sea. In 1920; a horrible nor'easter provided the end for the island---do to undercut erosion and higher tides, the island didn't stand a chance. It is buried under the ocean, but at extreme lower than low tides, you can see a part of Tucker's Island.

Another little barrier island called, "Little Beach Island is the last un-inhabited barrier island on the U.S. Atlantic Coast. Now, Little Beach is part of the Edwin B. Forsythe National Wildlife Refuge. Access to this island is only permitted by researchers who have a federal permit to be on the island. The last time I was on the island was in 2003. While doing research, I have noticed that the ocean is cutting into the ¼ portion of the island----I can only imagine what that cut looks like today.

Nor'easters can be just as destructive as hurricanes. The Great Storm of 1963 was a Nor'easter. As you have noticed lately, lots of flooding from storms have taken a toll---basements, backyards, some roads are still flooded from our more recent storms. These storms are called, Nor'easters. According to Dr. Stan Hales, PhD., (Barnegat Bay National Estuary Scientist) the sea-level is rising approximately 4 mm per year. That

may not sound like much; but this amount is increasing on a faster level than we had expected. Some of our tidal marshes are eroding at the water-ward boundary at more rapid rates; essentially, these habitats are drowning in place and converting to open water---leaving no protection to land.

Dr. Hales says that we have to think long-term and stop building property near water. By doing this, will yield benefits greater than costs; the more sea level rises, the greater the value of that planning.

Sport and Utility Boat VSC Decal Placement

Alex Cascione BC-VQS

The rapid increase in SUBs and paddlers nation wide has been identified as a matter of concern. Nationwide canoe and kayak fatalities from capsize and falls overboard from in the years 1998 through 2006 averaged 13% of total fatalities nationwide. Annual sales of canoes and kayaks during that period are estimated to have been over 400,000 a year, with 493,000 sold in 2006.

A question has arisen regarding decal placement on SUBs. The consensus from a survey of DSO-VEs and DSO-PVs follows.

- Kayaks- Place the Decal close to the port side on the deck amid ship.
- Canoes, Row Boats and Small Sailboats - Place the Decal on the port side amid ship just below the gunnels.

Vessel Safety Checks offer an opportunity to interact with boaters and further Recreational Boating Safety. VSCs on SUBs are not demanding. Typically, only life jackets, a sound producing device, lights if used at night (a flashlight OK under 16'), serviceable

overall vessel condition and equipment mandated by Federal, State and Local regulation are required.

The real impact on boating safety is the opportunity to discuss safe practices on the water with the boater.

Atlantic City Boat Show

Mike Colondrillo, FL-84

Photos by Ken Kendell, Division 7

The Atlantic City International Power Boat Show at the Atlantic City Convention Center took place from February 3rd to February 7th 2010 and was hosted for the Coast Guard Auxiliary by Division 8 of the 5th Northern District. Division 8 had support and assistance from Divisions 3, 7 and 13. All in all 28 members from these units actually stood watch at the Auxiliary booth which was situated adjacent to the Coast Guard booth sponsored by the Atlantic City Station.



The Show was marred by a series of snow storms and one so bad that the Show had to be shut down for a day by the NMMA. In spite of that the Auxiliary booth was well attended by the public. Some of the attendance was the result of our cooperation with the Sea Tow Foundation. A series of questions about boating safety was asked of the public and T- shirts and whistles were given to those with the correct answers

while boating safety courses were offered to those without correct answers. After the Show was over the Sea Tow Foundation had a drawing from the names we collected and the winner received an inflatable life jacket. The public showed much interest in boating safety courses and vessel safety checks and either signed up for these or asked to be contacted.



FLOTILLA 81 BIRTHDAY PARTY

This year, Flotilla 81 will celebrate the 70th anniversary of its founding. To mark this important occasion, The Flotilla will be holding a 70th Birthday party on Thursday, June 3rd at the Flanders Hotel in Ocean City. The event will begin at 18:00 Hours (6:00 PM) and run until 22:00 Hours (10:00 PM). A Boardwalk Buffet dinner will be served. The uniform of the day will be Tropical Blue Long or appropriate civilian attire.

RSVP to Jim Earle (with check - \$30 per person) by May 20th.

Please come and join your fellow shipmates in this celebration of 70 years of service as part of TEAM Coast Guard.

Flotilla 8-1 Coxswain School

Walt Alsegg, FSO-OP

Our flotilla is currently conducting a coxswain school on Monday nights in the Linwood Library. Attending from 8-1 are Ed Henne, Lew Branin, John Bodin, Jim Earle, and Bob Babezki. We invited members of 8-5 and 7-9 to participate as well.

The class started with Nav rules taught by Rich Weiss of 8-2 and continued with all the elements that a coxswain must know in order to pass their QE and check ride. The lead instructors are Walt Alsegg and Alan Wood with involvement of other coxswains and active duty members from Station Atlantic City. The class room portion will conclude in early May and then proceed to on-water practice of the various skills

A View From The Blue

Bill Quain, FSO-MT

This is the most exciting time of the year in South Jersey. The boating community is taking their boats out of storage, tuning up the engines, and dusting off the fishing rods. Our Flotilla has a full schedule of Boating Safety Classes on the schedule as well. In another month or so, the waters will be crowded with captains, crews, and guests.

While Auxiliarists are among the happy throngs with dreams of sunny summer days on the water, we also need to start thinking about our mission – the thing we signed up for when we took that oath. We support the U.S. Coast Guard as they protect boaters and the country.

Are you mentally prepared to carry out the mission? Do you have the required skills,

and the right equipment? Do you know the rules of the water – and do you know the waters we help protect?

We Train to Serve: Over the last few months, under the guidance of FC Wilde, we initiated a series of targeted training sessions at our Flotilla Meetings. We began with Walt Alegg's tour of our Area of Responsibility (AOR), and then covered basic GPS operations with Ken Wilde. Last month, Dick Sororkin and Jim Earle delivered a refresher course on Radio Protocol for our missions.

We will continue with this high-priority training, but it is not enough if our members do not take the initiative to learn our local waters, patrol routes, and most critical areas. As a member of the USCGA, you have an obligation to know more than the average boater, and certainly more than the tourists, visitors and sightseers we host annually.

A Few Suggestions: There are three things each Auxiliarist should do within the next month. Here they are:

1. Vessel Safety Examination – If you own a boat, or if you are a regular passenger on a friend's boat, get a VSE. There is really no excuse for an Auxiliarist to regularly spend time on a boat that does not have our inspection certificate prominently displayed.
2. Learn our AOR – Even if you are not on an official patrol or mission, you should be alert and watchful in our waterways. You cannot report dangers or call for assistance if you do not know where the heck you are when you see it!
3. Learn the rules, and know how to report problems. Review your Boating Safety Course materials, and learn to use the radio properly.

Have a Great Season: Let's make this our best season yet. It doesn't matter if you are an official representative on patrol, or just a casual boater, you add to the eyes and ears of the Coast Guard, and that adds immensely to the safety and enjoyment of the boating public.

Oh, and don't forget, if you catch a big flounder, I am usually available for dinner.

New PE Courses for 2010

Marilyn Hughes, FSO-PE

As the demand for the ABS courses decreases, Flotilla 81 has decided to offer additional courses as part of our Public Education program. We need to make sure that the availability of these courses is circulated to the boating public in our area.

How to Read a Nautical Chart

This seminar course will unravel the mystery of charts. When navigating on land you use a map. It depicts the various thoroughfares, their directions and names. At sea there are no streets, no separate areas, no differences from abutting or surrounding areas. With no land-mass over the horizon, everything looks the same. By knowing our latitude and longitude, we can locate our position anywhere on earth. Navigators must also be warned of dangerous areas, leading them through safe passages and directing them within set patterns to prevent collisions. For this, Aids to Navigation are depicted on nautical charts. This course will provide the navigator with the knowledge to interpret the chart's contents to navigate safely to their destination and return to port.

Suddenly in Command

The captain becomes incapacitated or falls overboard; you purchase a new boat and step aboard for the first time. You are *Suddenly In Command*. This 4-hour boating safety primer is designed for those not generally at the helm, and will help you to “be prepared” with the basics in case of an emergency.

GPS for Mariners

Replacing our prior GPS course is a modern learning experience that focuses on the GPS equipment typically owned by the recreational boater. *GPS for Mariners* is a course that has resulted from an exciting synergy between textbook's publisher, the book's author, and the Auxiliary.

April Awards



Alan Wood receives the Instructor Service Award



Marilyn Hughes receives the Instructor Service Award



Charlie Wilkens receives the Vessel Safety Check Service Award



Harry Norcross receives the Operations Service Award

March Awards



Marilyn Hughes receives Auxiliary Annual Service Award for Public Education Award



AFSO-CS Lew Branin receives the AUX-OP Patrol Specialist Award



Past Flotilla Commander Henry Alan Wood receives the Auxiliary Annual Service Award for Service in Ops



FSO-CS Robert Babezki receives the AUX-OP Weather Specialist Award



Ron Richenbach receives the Membership Service Award for 20 years of service