

U.S. Coast Guard Auxiliary

Flotilla 81

Ocean City, N.J.

**MARILYN HUGHES FC
DAVID WILSON VFC**

APRIL 2012

Editor: Art Zack FSO-PB

minart5@comcast.net

Flotilla website: www.uscgaux-ocnj.org

In This Issue...

Calendar of Events
From the Bridge
Remembering Those That Have fallen
A Note from the Editor
Operations
2012 Atlantic City Indoor Boat Show
Some General Radio Controls and Procedures
Tips for Safer Fueling
Fire On Board
Never Say "I Wish I Had My Camera"
Essay by David Wilson
Awards
Photo Gallery

CALENDAR OF EVENTS

April 11: Division Meeting, Ventnor Heights VFW Post
April 12: Flotilla Meeting, St. Peter's
April 14: Coxswain Meeting, TBA
April 21: GSP Class
May 05: ABS Class
May 09: Division Meeting in Brigantine
May 10: Flotilla Meeting (TCT One Hour at 6:00 PM)
May 12: Tentative TCT-8 Class
May 15: Patrol Season Opens
May 26th to June 3rd National Safe Boating Week
May 19: ABS Class
June 02: ABS Class
June 13: Division Meeting in Cold Spring
June 14: Flotilla Meeting
June 15th The General Slocum Memorial Service at Strathmere
June 16: GPS Class

FROM THE BRIDGE
COMMANDERS COMMENTS



It's Spring! As of now, we have had three meetings, two of which were covered by SKYPE. Although the meetings were not fully successful, they did work. **Janet Richardson** "attended" the February meeting and **Walter Alsegg** "attended" the March SKYPED meeting. Walter was able to vote on our Standing Rules. The reporting system seems to be working and our meetings are flowing along very well. As of now, we will continue to meet in the Fellowship Hall of St. Peter's, at least until construction begins on the new elevator and handicapped ramp.

As for the members, we have two individuals in the pipeline for membership and one member in Boot Camp at TRACEN. **Nick Sedberry** graduated on March 23 and has gotten his first choice for an assignment. I was able to present his certificate.

Member Training will concentrate on the operational, vessel examination and program visitor areas of our mission. We will have a special visitor for Member Training from NOAA.

It's Spring so it is time to get our facilities ready for the upcoming patrol season which begins on May 15th.

5NR coxswains, we have scheduled the 2012 **MANDATORY** Coxswains meeting for 14 April 2012. Please mark your calendars and save the date. The time and location will be posted at a later date.

Marilyn F. Hughes, FC-81,
U.S.C.G. Auxiliary

VICE COMMANDERS COMMENTS



Looking and Seeing, Listening and Hearing. Although at first seemingly the same, are quite different in application. As the 2012 Summer recreational boating season begins, it is important that we, as USCG Auxiliary members remember that although we and the recreational boater may be looking at the same area of the bay, they may not be seeing the dangers that we recognize and understand. As we talk and interact with the boating public, either as Vessel Examiners, Patrol Crew, or simply representatives of the USCGAUX, we must not just listen, but seek to hear what is being asked or said. Our patience, encouragement, suggestions and always supportive interaction will help the recreational boater not only listen to our

words, but hear the sound reasoning behind our words and more willingly respond to our guidance. I look forward to a great summer and a successful Flotilla 8-1 season.

David Wilson, VFC-81
U.S.C.G. Auxiliary.

Remembering Those That Have Fallen

By Robert N. Babezki
Public Affairs Officer
U.S. Coast Guard Auxiliary
Photos by PA3 Cindy Oldham, USCG

During a furious Nor'easter on March 6, 1932 members of Station Atlantic City responded to a distress call from the Fishing Vessel *Anna* that was reported going down in a nearby fishing area. Lt. Jim Turner, the Commanding Officer of the Station, launched a 30-foot wooden boat to respond to the distress call. Surfman Harold (Hal) Livingston, age 24 and Surfman William R. Garton, age 19, were crew members on that rescue boat. On their way out to the offshore fishing grounds, their boat capsized, throwing all three Surfmen into the icy water.

Employees of the nearby Steel Pier observed the accident and saw the men in the water. They reported this to Station Atlantic City. The station dispatched a 28 foot power surfboat to aid their fellow crewmembers. This boat encountered 18 foot seas as they left the Atlantic City Inlet and were never heard from again.

Lt. Turner was able to make it back to the beach where he spent the next several days in the hospital before he was able to resume his duties. The bodies of Surfmen Garton and Livingston were recovered many days later.



On the 80th anniversary of this tragic event, members of Station Atlantic City held a series of memorial services to commemorate the courage and devotion to duty of these brave young men. “By carrying out this event every year, we honor the dedication and sacrifice of those who came before us,” said Lt. Cmdr Jeffrey Craig, current commanding officer of Station Atlantic City. “This tragedy also serves as a stark reminder of the dangers our young men and women face when responding to mariners in distress and while conducting training in extreme heavy weather and surf conditions.”

The first memorial ceremony was held at the final resting place of Surfman Harold Livingston. Surfman Livingston was from Cape May County. He is interred in his family's Church graveyard in South Dennis. A wreath laying ceremony was held at his gravesite, attended by a large contingent of current members of Station Atlantic City, former Division 8 Commander Marilyn Hughes, representing the local Coast Guard Auxiliary and living relatives of Harold Livingston. Commander Hughes, a Coast Guard Auxiliary Chaplain, has presided over several of these memorial services over the last six years.



The second memorial ceremony was held aboard a 47-foot Motor Lifeboat out of station Atlantic City. BM1 Paul Vanacore of Station Atlantic City and retired U.S. Navy LCDR Jim Risley (nephew of Surfman Hal Livingston) lay a wreath upon the waters in remembrance of the Surfmen, Charles Graham, John Barnett and Marvin Rhodes, who were lost and never heard from again. These Surfmen were remembered by their present day Coast Guard descendents for their bravery and courage.

Later in the day, a third ceremony was held in Longport to honor Lt. James Turner.

As it turned out, the Fishing Vessel *Anna* was able to make port safely, but two other fishing boats succumbed to the storm that day off Atlantic City.

Coast Guard Station Atlantic City is a heavy weather motor lifeboat station crewed by 45 active duty personnel, 17 reserves and a 19 member Coast Guard Auxiliary helo ops boat crew. The station conducts search and rescue, maritime law enforcement and supports Air Station Atlantic City's MH-65 Dolphin helicopter hoist training with two 47-foot Motor Lifeboats, two 25-foot Response Boat - Small, one 24' Special Purpose Craft-Shallow Water, and a 27-foot Coast Guard owned/Auxiliary- operated Utility Boat."

A NOTE FROM THE EDITOR

With boating and patrol season only six weeks away, it is time for me to dig up all the articles I have been saving for this occasion . There is nothing really new but a review is always a good idea.

OPERATIONS

Walt Alsegg FSO-OPS

Boating and Patrol season (May 15) is in sight! Now is the time to check out your PPE gear and make sure it's ready when you are finally able to get underway. First, go over your PFD to make sure it's serviceable. No tears, broken buckles, etc. If you have an inflatable, check date on your CO2 cylinder. The arming device should be replaced every 5 years. Also put fresh batteries in your strobe light or check date on your personal marker light. Make sure you have a mirror and whistle which are required as well. For coxswains, check battery date and registration on your PEPiRB. Remember to test them monthly!

For those who have a facility, there is a long list of items you'll need to do to prepare your boat for launching. Make sure your inspection is current. Even if it's not due until later in the season, use the inspection form as a check list to make sure you've put everything back on board and that everything is in good shape, working and ready for operations.

This season I want to see our boats out on a weekly basis. I plan to set up two boat drills on a regular basis with Station GE so that everyone becomes more proficient.

2012 Atlantic City Indoor Boat Show

Robert N. Babezki, ADSO-PA (D5NR)

Participation in boat shows is a staple activity for members of the Coast Guard Auxiliary. It is an opportunity for us to meet the public and share information about boating safety. What makes one boat show stand out from the others is the level of investment that is made in preparing for the event and the involvement of a number of members in the activity.

The Atlantic City Indoor Boat Show is an annual event that has become the winter time focus of the public outreach programs for the Auxiliary units in South Jersey and kicks off the Fifth Northern District Auxiliary annual safe recreational boating activities. From its modest beginnings in a small booth with a handful of members from a few local flotillas; this year's event has grown to include 75 members from five South Jersey Auxiliary Divisions, a 50'-foot wide booth at the Atlantic City Convention Center and participation of the Active Duty personnel of Coast Guard Boat Station Atlantic City.

The planning for this event begins three months before the show. Division 8, being the host organization, appoints a Boat Show Committee Chairperson, who then reaches out to the other Divisions in South Jersey, inviting them to participate in the Boat Show booth. An initial batch of Media Releases are created and delivered to the NMMA (National Marine Manufacturers Association), the event's sponsor. Next, the first of three Planning Committee meetings are held to begin the process of coordinating the resources of the Auxiliary units that will be participating

in the event and to begin identifying those members who will be manning the booth for the five days of the show.

The Planning Committee is made up of representatives from every Division participating in the Boat Show. These representatives have the responsibility for committing their resources and members to the show. Tasks are divided up among the Committee members. Decisions regarding the ordering of materials, scheduling of members, movement to and from the event as well as other logistical details are made. Included in this planning process is a representative of the Coast Guard Station Atlantic City.

Station Atlantic City provided their 25' "Defender Class" response boat and multiple Active Duty members helped man the booth. The Station also provided Auxiliarists with a secure location to park their personal vehicles on the base and then made arrangements to shuttle the Auxiliarists and the Active Duty members over to the Atlantic City Convention Center. This event is an opportunity for the Active Duty and Auxiliary components of the Coast Guard to spend time working together in fellowship and getting to understand the roles each of us have in promoting safe recreational boating.

Actively organizing and planning an information booth at a large trade show, coordinating dozens of Auxiliary members from several different units is a challenging task. When you add in the participation of the Active Duty members, you can begin to see the reality of "Team Coast Guard" in action.



Auxiliarists Bob Babezki of FL 8-1 on left and Mike Slepian of FL 13-10 on right, meet with members of the public at the Atlantic City Indoor Boat Show. (Photo by Joe Giannattasio, DSO-PB, USCGAUX)

SOME GENERAL RADIO CONTROLS & PROCEDURES FOR THE AUXILLARIST

By Jim Earle, FSO-COMMS 05NR0801

All Auxillarists should be familiar with this information regarding radio procedures and protocols irrespective of their individual involvement with OPS, The Coast Guard and/or other auxiliaries. Poor and incorrect radio procedures reflect negatively on The Coast Guard and the Auxiliary, the individual involved, and may compromise safety considerations. You can comply with the high standards expected of us by following these guidelines:

Marine VHF channels to use: ch16 for international hailing and distress calls and nothing else; ch13 for ship bridge to ship bridge comms to discuss maneuvers to avoid collisions and ship to bridges to request openings, etc.; ch21A for Coast Guard vessels to other Coast Guard vessels including Aus. Facilities (secondary-ch23A); ch22A for Coast Guard to non-Coast Guard vessels. Maintain contact on this channel after initial distress or other hail on ch 16 (secondary-ch12); ch83A is Station Atlantic City's working channel (secondary-ch81A).

Some usage guidelines: Speak clearly and slowly with the mike no more than 4" from your mouth.; always make sure a channel is clear before transmitting and keep your talk to the necessary minimum; never use profanity or other inappropriate language and try not to display emotions (e.g. "OMG-You ran into what?"); and, finally use the correct channel and do not use Coast Guard terminology such as POB and PIW with the public.

There are a lot more basic radio guidelines with which you should be familiar, including the phonetic alphabet. In 2012 I'm planning to run several member training sessions to review these procedures so that all our flotilla members will have the information they need to competently and effectively communicate with the Coast Guard, each other, and the public.

These guidelines were compiled from information issued to potential Auxiliary facilities operators and are available on Auxiliary websites and in manuals. For more comprehensive information see "Radiotelephone Communications" – Comdtinst M2300.7.

Tips for Safer Fueling - New Environmental Regulations Provide An Opportunity to Review Fuel Safety Aboard.

By Kevin Falvey , Boating Magazine

While inspecting the next Mom's Mink at this winter's boat shows, you're going to notice new fuel components aboard boats powered by gasoline engines. I started to see these during Boating's advance testing of several 2012 models last summer. The additions include carbon canisters, valves, fuel tanks with bladders inside and more. They compose a complete system designed to control fuel and vapors from escaping. You might hear these systems referred to as "evaporative emissions controls" or "diurnal fuel controls."

As much as I believe in protecting the environment, I'm a bigger believer in protecting human life. Fueling up, the most common of boating tasks, can also be deadly. The vapor from just one

cup of gasoline packs the explosive power of five pounds of dynamite. Gasoline can burn at 15,000 degrees F. I've seen a fiberglass boat explode; it burned to the waterline in minutes. Keep these facts in mind and review this fueling-up refresher.

All Ashore

Insist that your crew stretch their legs while you fuel up. Aboard the boat I saw explode, the skipper was thrown overboard by the blast, but was rescued and lived. Your crew may not be as lucky.

Batten Down

Close all hatches, doors and ports. Gas fumes are heavier than air and will sink into the lower part of the boat, lying in wait for a spark, or just a rush of fresh air, to induce combustion.

Know Thy Boat

Look at the fuel gauge prior to filling. This coupled with knowledge of the tank's capacity allows you to stop the flow when full or nearly so by monitoring the rate on the pump. Can't see the pump? Ask a dock hand to stop the pump at a set number of gallons, or assign a crew member to call out to you. Clicking on the ignition to check the gauge during fueling is a no-no.

No Static

It's imperative to make and maintain full and firm metal-to-metal contact between the pump nozzle and your boat's fuel deck pipe. This grounds the nozzle and prevents a spark created by static electricity. FYI: Newer fiberglass docks create an inordinate amount of static. Forewarned is forearmed.

Sniff Test

Fueling complete, open the hatches and sniff for gas fumes in the bilge and engine compartment. If all smells well, run the blower for five minutes before starting the engines. This doesn't apply to outboard-powered boats for obvious reasons.

Re-printed from Division 8, 5NR WEBWATCHER

FIRE ON BOARD

Charles Wilkins, FSO-VE

Fire on board a vessel can be a devastating event. Should this occur, the fire extinguisher may be the first and only line of defense. Satisfying marine requirements is definitely a must from the standpoint of the vessel examiner. Beyond that, vessel examiners have the opportunity and obligation to provide the information necessary to meet boaters' individual needs.

Traditional types of fire include A, B, and C fires. Coast Guard approved extinguishers will be clearly marked with the specific of capability.

The common classes of fires are as follows:

- A - trash, paper, cloth, etc.
- B - flammable liquids and gas, etc. (use a dry chemical or CO2 unit but never water)
- C - electrical fires (never use water)
- D - unusual fires that are associated with flammable metals such as Mg, Na, Al, and potassium

The common extinguishers encountered by the vessel examiner are the B1 and BII units

- B1 - 1.25 gals/foam 4lbs CO2 2 lbs. of dry chemical
- BII - 2.50 gals/foam 15 lbs. CO2 10 lbs. of dry chemical

The location of the extinguisher is important. Consider the possible areas in a vessel where fire is a possibility – these include areas around the engine in the case of an outboard or in the closed engine compartment of other vessels. Don't ignore the possibility of electrical fires in or around the vessel's console. The location of the extinguisher is important. It should be mounted. Not only does mounting give the boater rapid knowledge of its location but also spares the device from damage that may occur if it is bouncing around in a compartment or boat box. In most vessels, the portable extinguisher should be located in accessible areas but not in the same location where the prime possibility of fire exists.

If the gauge is “in the green” the unit is probably functional but gauges have been known to fail, so alternative procedures and approaches will be necessary to confirm the functionality of the extinguisher. It is advisable to remove the unit from its bracket twice a season to inspect it for rust, missing parts, and dents. Rolling the extinguisher gently may help to loosen dry chemical that has become compacted at the bottom. When one surveys the internet for approaches to extinguisher care, a multiplicity of options are presented to prevent adherence of the chemical to the bottom. These range from vigorous shaking to striking the unit with a mallet. Neither of these approaches is strongly recommended. When in doubt, the best guide is to be found in the manufacturer's recommendations that are provided with the unit.

Another problem that the boater faces is when to replace the extinguisher. Obviously, the unit should be replaced after any use. Sometimes, smaller extinguishers discharge rapidly - 9 or 10 seconds. This information also leads one to the conclusion that it probably is a good idea to have a spare on board. Some extinguishers have a date stamped on the bottom that will give some indication of its age. In general, beyond obvious signs of wear, the manufacturer's recommendation should be followed with respect to replacement.

In summary, the presence of an extinguisher for the purposes of the vessel safety check is an absolute requirement where federal laws mandate. As noted above, however, it is also desirable that the boater have greater familiarity with this potentially life-saving device.

NEVER SAY "I WISH I HAD MY CAMERA"

By Art Zack

You never know when you may be a witness to history. That is why you will hardly ever find me without a camera. On January 28, 1986 I was in Florida on business. I was staying at a country club a few miles from Cape Canaveral and I heard there was a scheduled launch that day. I took my camera and went outside to look for some high ground. I walked up a hill to the first tee and waited. At 11:38 the \$1.2 billion spaceship Challenger blasted off. It was pushed aloft by 5.3 million pounds of thrust, which created a 700-foot geyser of fire trailing the shuttle over the Atlantic.

Mission control said: Watch your roll, Challenger." Then they said:"Challenger, go with throttle up. Commander Scobee reports:"Roger, go at throttle-up." These are the last words heard from the doomed spacecraft. At 11:39:12 a.m. Challenger was eight miles downrange, 10.4 miles high and traveling at 1997 mph when it suddenly exploded. I did not have the best vantage point because the explosion occurred just below the tree tops. I kept shooting but I wasn't sure of what I was seeing. I went back to my room and turned on the T.V. and heard the sad news. I had witnessed one of the worst tragedies our space program had experienced.



Conversations between mission control and commander Scobee were taken from the January 29, 1986 edition of USA TODAY.

Photo by Art Zack

The next time you go out on your boat, make sure you have a camera.

You never know what might pop up.



Photos by Art Zack

This Issue features an article by our new VFC, David Wilson.

I grew up on the waters of behind and around the South Jersey shore. My parents owned a large guest house in Wildwood, before the days of the motels and fancy accommodations. The same families returned year after year and were somewhat of an extended family. My Dad loved being on the water and whenever he was not maintaining the property, we would be out on the waters of Grassy Sound. He taught me the “rules of the road”, how to read the channel markers, the need to read the “face” of the water to understand what was beneath the surface, and most of all, the need to respect the power of the sea.

When I was around 11, a friend of my father, offered me and my three buddies (11, 12, 13) the use of an old flat bottom wooden row boat. It was wide, long and suffered from several years of total neglect while stored in the boat house behind his West Wildwood summer home. It was located along the straight canal that runs along the north side of that town. If we were willing to fix it up, we could tie it behind his house and use it whenever we wanted. That was the start of our wonderful relationship with “The Boat”. It never had a name. That was for the big mahogany Chris Craft beauties that lumbered along and under the railroad bridge that crossed the sound. To us, “The Boat” was just fine.

After moving the boat out of the boat house, really nothing more than a garage facing the canal, we placed it up on saw horses and the restoration began. After a week of scrapping and sanding, inside and out, we painted the entire boat with leftover “Battleship Grey” porch and deck paint. It gleamed in the early summer sun as we four boys, our dads and his friend shoved the boat over the reed banks, (no bulkheads back then) and into the canal. Our youthful hearts sank as it leaked like a sieve and settled onto the muddy bottom. My dad assured us that once the wood gets wet and swells, it will be tight and dry. We were skeptical, but he, as usual, was right. A wet wood boat, he assured, is a dry wood boat.

Our first summer of nautical discovery was launched. No exotic cabin cruiser put to sea as well turned out as “The Boat”. It had a full galley, for our moms would pack, brown bag lunches that would be stored under the rear seat. We had a fresh water system, for we would take hunks of ice and place them in glass pickle jars, providing fresh, cool water all day. With four strong, healthy bays, we had an inexhaustible power supply, as we each took our turn at the oars. Although there were two center seats, two set of oar locks, and four, very heavy oars, we never mastered the art of rowing doubles. Finally, we had a fully functioning “head”, although that did involve standing on the stern seat and facing away from the wind.

We learned a lot that first summer on the water. Every day that weather would permit, we would be out as long as possible, extending our range, gaining proficiency in rowing, learning the bottom characteristics, the meaning of subtle changes of the wind, and most of all how to read the “face” of the sea. We would study the charts, and imagine the bay without any water. That made the day markers more understandable. We discovered where the fish were most likely to be. We experienced the power of the sea as we struggled to row against the tide and current. We became as one with our surroundings.

We enjoyed several summers with “The Boat”, but they were never as exciting as that

first year. We grew, and gradually grew apart. Summer jobs, family responsibilities and other distractions began to conflict with our individual schedules, and eventually “The Boat” was placed upside down on saw horses, as its brief resurrected life had begun.

We went on with our lives, lost contact with each other, and journeyed in separate directions. As I ramble through this essay, I cannot help but wonder that when that area was being developed, with bulkheads, million dollar homes and actual docks and piers, if the heavy machinery operator happened to notice, as he cleared the marsh reeds from around the foundation of a long gone boat house, the remains of an old, long, wide, flat bottomed, wooden row boat, (Battleship Gray), quietly returning to the elements from which it had come.

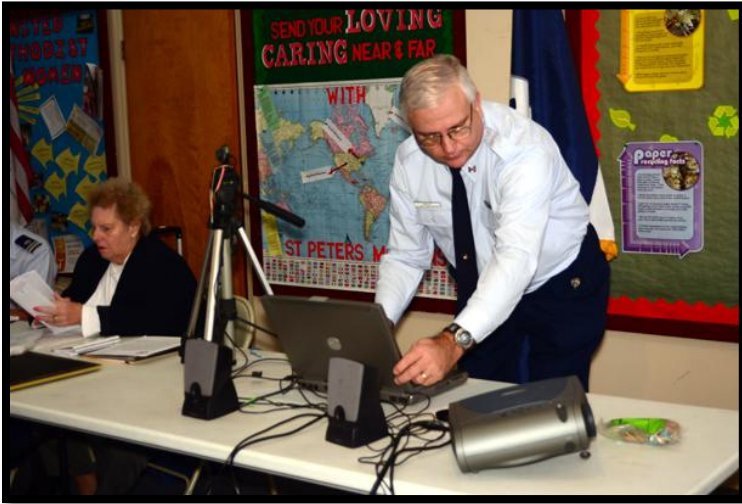
With respect, **David Wilson**, VFC

AWARDS



A Coast Guard Sustained Auxiliary Service Award was presented to **Fred Ruddick** for superior performance of duty 10/21/2005 to 12/30/2011 service in excess of 760 cumulative hours.

PHOTO GALLERY



Bob Babezki ADSO-PA is our go-to-person for all things computer. He and **Marilyn Hughes**, our Flotilla Commander, have worked together to set-up skype. This will allow members to participate in the meeting from a distant location. We have two way voice and picture.



Vice Flotilla Commander **David Wilson** is presenting his report while **Marilyn Hughes** FC, and **Bob Babezki** FSO-CS look on. Notice the camera on a tripod in the lower right, transmitting the meeting to Walt Alsegg in Florida.



Ruth Keck FSO-MS is presenting her monthly report before the camera. Walt reported that the system worked well.

