

U.S. Coast Guard Auxiliary

Flotilla 81

Ocean City, N.J.

*MARILYN HUGHES FC
DAVID WILSON VFC*

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CALENDAR OF EVENTS

July 7th: Luncheon for LDCR Craig at Fred & Ethel's -Smithville

July 11th: Division 8 Meeting, St. Peter's

July 12th: Flotilla Meeting, St. Peter's

July 12th: Flotilla 81 meeting

July 28th: Night in Venice

August 8th: Division 8 Meeting, Flotilla 82, Cape May

August 9th: Flotilla 81 Picnic, Log Cabin, Margate

August 16/17 Atlantic City Boat Show

September 12th: Division Meeting, Flotilla 83, Wildwood

September 13th: Flotilla Meeting, St. Peter's

September TBA 5NR Fall Conference, King of Prussia, Pa

March 15: Flotilla Meeting, St. Peters

FROM THE BRIDGE
COMMANDER'S COMMENTS

-What a difference ten years makes!! When I was Flotilla Commander in 2002-2003, new members didn't need to be fingerprinted, paperwork was snail mailed, and most of the immediate communication was made over the telephone, not even a cell phone. Now new members need a background check, fingerprints, paperwork is emailed or faxed, you can get information about the Auxiliary by scanning a QR code with your smart phone, and the primary



source of communication is email. And we have a District wide notification system, Everbridge that is activated by a simple push of a computer button. In our fast changing world, technology is out of site. Now there are smart phone apps for just about everything including tides, navigation, and calling Towboat US. Where is it going to all end?

My first six months have seen technology broadcast two meetings to our snowbirds. Member training continues to be a great interest. We have done a GPS class, five ABS classes, and as many vessel examination stations. Our patrol season is underway with great success. Two-boat training with the active duty at Great Egg takes place on Friday mornings. And training in search patterns has paid off with a call from Station Atlantic City to assist in a real SAR case. The two big special events, Night in Venice and the Air Show take place soon with our Flotilla taking a big lead in the activities.

Even though we are riding a sort of high, we still need to be the best we can be at all times. Let us continue our good work with the same determination we have always had. But we must remember the core values of our parent organization: Honor, Respect, and Devotion to Duty. We are a great Flotilla!!!!

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

VICE COMMANDER'S COMMENTS



Hats off to Walter Alsegg and his crew who participated in a search and rescue effort off of Atlantic City in an attempt to save a small boy. The hours of training and drill in the back bays paid off in preparing the crew from Flotilla 8-1 to support the USCG efforts to rescue the child. Even though the outcome was tragic, it demonstrated the fact that, at least in this event, Flotilla 8-1 was "Always Ready"

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

DDC(R) LETTER TO ALL 5NR OPERATIONAL PERSONNEL FOR 2012

By Bruce Long DDC-R

As your new District Directorate Chief of Response, I would like to take this opportunity to thank all our members that are prepared to offer their time and vessels to improve Boating Safety within our individual AORs.

We look forward to another safe and successful operational season that begins on Saturday, May 12th. Over the next several months, coxswains and crews will be asked to put into practice all of your training, experience and knowledge in carrying out a multitude of missions in support of the Coast Guard and the boating public. Most of all, you will be asked to apply all of the judgment and skill that is a testament to your final qualification and certification. In so doing, I ask you to concentrate on the following areas for this operational season;

Coxswains have been briefed on the new Sector Delaware Bay Operational Guidance instruction prior to the start of Patrol season and now need to present these guidelines to their crews prior to getting underway. Please review and quiz each other on this. It can be downloaded at - http://www.5nr.org/downloads/operations/OP_COM_and_OIA_Guidance_2012.pdf.

Reminder: To properly assess your mission's risks, make sure you hold a good pre-underway mission brief and get everyone's input in assessing your GAR score. Be prepared to re-evaluate your score as the day progresses and as key factors change. Coxswains and crew watch your shipmates for any signs of crew fatigue. Before you get under way be sure to perform your pre-underway checklist. That pre-underway checklist should also include inspection of your crewmembers PPE. The Coxswain is required to carry a properly registered PEPIRB attached to his/her PFD or survival vest.

To ensure that we have a thriving boat crew and operations program, please try to include more of your members that are not within your normal crew to accompany you on your patrols. I realize it is a comfort zone to use the same crew all the time but other members would like to join also. Many orders are submitted with only two members on board. Try not to just look at your own Flotillas. Include your shipmates from other Flotillas that have limited vessel OPFACs at their disposal so we can make sure that all our members achieve their required hours for their annual currency. . Don't forget to log your hours timely and accurately!

Crew Readiness is a factor many of us neglect. It is better to accept the fact you have lost a step in your giddy-up than to push yourself and endanger yourself and your crews. My admiration goes out to those members who step down on their own and continue to contribute in other ways. In this new era of tight Coast Guard budgets, possible account audits and strict funding oversight, please make sure that you are practicing good fuel management and operate your OPFAC in an economical manner while on patrols. Do yourself and your fellow OPFAC owners a favor and conserve that fuel consumption so we may continue to operate all through the season without going over the allotted budget. We should consider ourselves "honored" to be able to serve our Country and provide this outstanding service to the United States Coast Guard Boating Public. Have a great operations season in 2012. Please be safe and professional out there on patrols.

OPERATIONS

SAR Incident 6/11/12 by Walt Alsegg ASO-OPS

I received a request Sunday night 6/10 from **LDCR Craig** who said there was a 10 year old boy missing along the beach in Atlantic City. He and his family had gone swimming after the lifeguards went home and got caught in rip currents. Bystanders were able to pull the rest of the family out. LDCR Craig had crews out searching but they would be reaching their fatigue limits and he needed Auxiliary assistance for a search at first light on Monday.

I contacted our Auxiliary crew Helo Ops team consisting of **Gil Finkelstein** and **Alan Moose** from 8-5 and **Ernie Phillips** from 8-4 who were already lined up to do a routine two boat drill with the station on Monday 6/11 and told them to report in order to get under way at 0600. Upon arrival at the Station, It was determined that we were now in a recovery mode rather than rescue and would do a 2 boat parallel shore line search. (see diagram). Seas were 3 ft+ with tide running out. Winds NE app 10 kts.

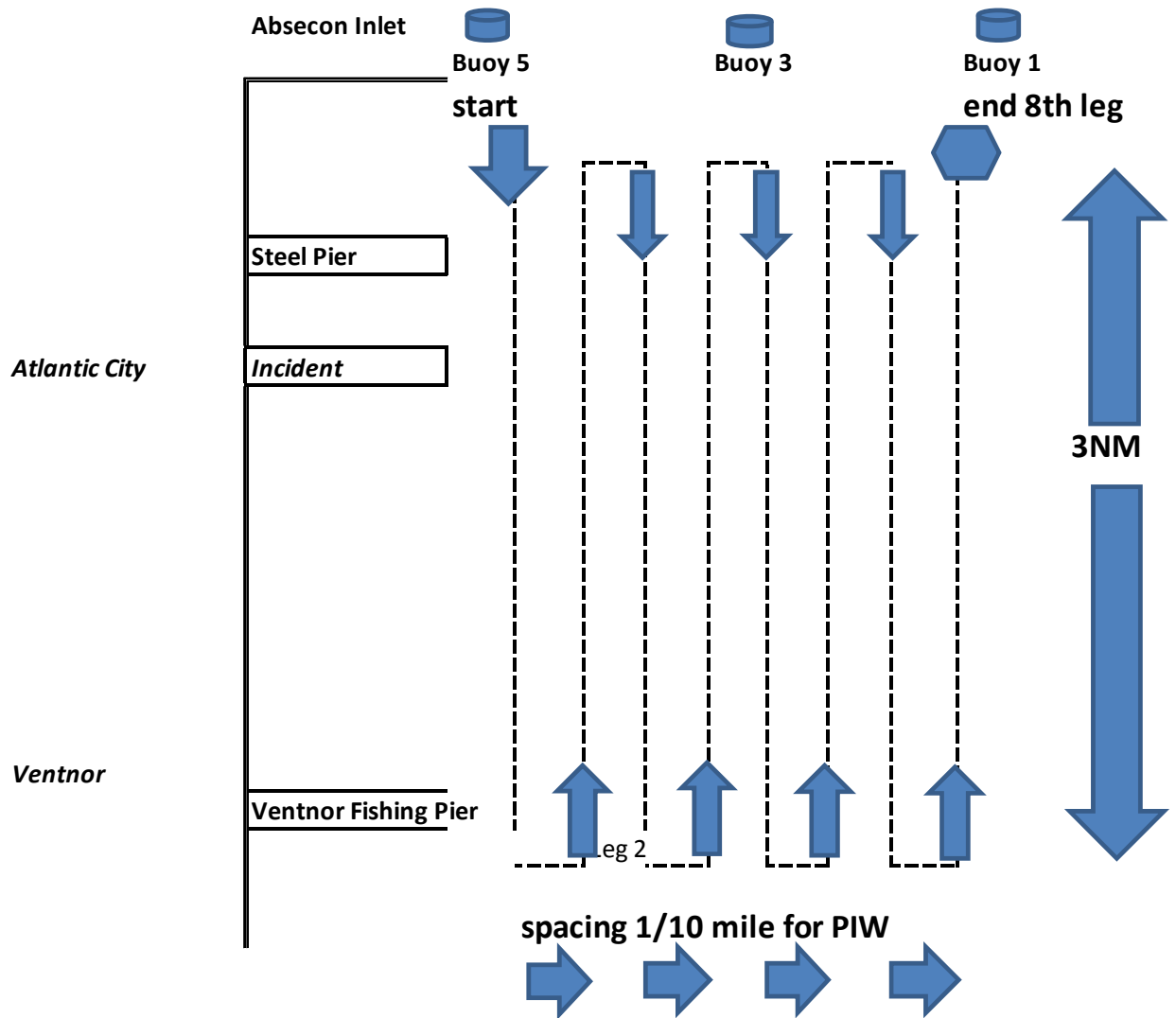
We got underway at 0605 along with the station's 47269. A Coast Guard Helo was already overhead conducting patterns. We began searching from the Absecon Inlet south to the Ventnor fishing pier. Each of us had several false sightings consisting of mylar balloons, floats and other floating debris.

After conducting 12 legs over 6 hours we returned to the station with negative sightings. In the afternoon two more 25' patrol boats from Atlantic City and Great Egg resumed the search until it was suspended at app 1745. The body of the boy was finally recovered Wednesday off the beach in Margate.

Points to emphasize:

1. Always have your boat fully fueled. The CG requires us to maintain 95% of the tank on the UTL. We burned 30 gallons during 6 hours we were out.
2. Have snacks ready to go- We keep a case of water on board for helo ops routinely. I grabbed Crackers and peanut butter out of my pantry going out the door.
3. Rotating Crew (as it explains in the manual) is vital. Due to the seas and working close to shore, driving the boat was very tiring so each person had a turn at the helm, and relief from lookout duties.
4. Know how to operate you GPS. The track feature was critical for this pattern. But do you know how to measure distance? We used our radar to determine spacing, but many GPS chart plotters can measure distance. For a person in the water the leg separation is 1/10th of a mile.

Parallel Shore search pattern



Speed 8-10 knts

Time per leg: 20 min

After 8 legs, re-set and start again

Maritime Mobile Service Identity (MMSI)
Entry Required for DSC Radios to Function

If you are shopping for a new DSC (Digital Selective Calling) radio for your vessel, be forewarned that it will not transmit any DSC call until you obtain and install your nine-digit MMSI (Maritime Mobile Service Identity). The radio's use manual must be carefully followed during installation, and great care must be taken when inputting the MMSI, as mistakes are not easily corrected, if at all. Once the MMSI is stored, it should not be possible to alter it without contacting the manufacturer or possibly returning the equipment for a factory reset. Trying to save money by buying a DSC radio at a swap meet or flea market is obviously a bad idea. Purchasing a DSC radio from a reputable and knowledgeable dealer is the only way to be sure that the unit meets current requirements and will function as intended. DSC radios are programmed to display the vessel's MMSI on start-up, so obtain your MMSI as soon as you purchase your radio. If the equipment is not configured with an MMSI, it will generate distracting auditory and visual alerts indefinitely and will not function properly. The manufacturers of DSC equipment are including these alerts to convince us to obtain and enter an MMSI so that this equipment can perform its intended lifesaving functions. A thorough tutorial on the installation and use of DSC radios is available at this Boat/U.S. Foundation website <http://www.boatus.com/foundation/dsc/player.html>, and a free registration process for obtaining an MMSI is available here: <http://www.boatus.com/MMSI/>.

Proper communication is so important that a little review can't hurt. If you practice this often, it will become second nature to you and you will not be misunderstood.

	Alpha	N	November
B	Bravo	O	Oscar
C	Charlie	P	Papa
D	Delta	Q	Quebec
E	Echo	R	Romeo
F	Fox-trot	S	Sierra
G	Golf	T	Tango
H	Hotel	U	Uniform
I	India	V	Victor
J	Juliet	W	Whiskey
K	Kilo	X	X-ray
L	Lima	Y	Yankee
M	Mike	Z	Zulu

A NEW BOOK FOR YOUR NAUTICAL LIBRARY

Recommendation by Art Zack

While walking down the dock at Seaview Harbor Marina one day, one of my neighbors called to me and said he wanted me to meet someone special. I looked over to my left and saw a tall good-looking man in shorts and a tee shirt walking toward me. He reached out to shake my hand and said “Hi, I’m **Tim Eason**”. My friend asked me if I had ever heard of Tim, since I was a member of the Coast Guard Auxiliary. With a little embarrassment in my voice I said, “No”. It turned out that Tim earned the Distinguished Flying Cross for his part in one of the most famous and most dangerous rescues in the history of the Coast Guard. The rescue took place during a severe storm in Alaska in the Bering Sea, and is detailed in a book called, On the Edge of Survival. The book was written by **Spike Walker**. **LCDR Eason** was stationed here in Atlantic City so he knew the important role the Auxiliary played in the training of helo pilots. We chatted for a short while, and he had to leave. I ran back to my boat and got out my kindle, and in about three minutes, I had a copy of the book from Amazon. I read the book in two sittings. It is the kind of book that you just can’t put down. You will not be sorry if you buy this book

Article by Dick Sorokin

I had some time on my hands the other day and was thinking about the Coast Guard Auxiliary. The Coast Guard is a great organization, why do they need us? Well, let’s think about it. The Coast Guard’s job is to keep our waterways and shores safe. How big of a job is it. Did you know that the USA has more shores and waterways than any other nation in the entire world? We have the Atlantic Ocean from Maine to Florida. We have the Pacific Ocean from Washington to California. We have the Gulf of Mexico from Florida to Texas. That’s just the perimeter. How about the great lakes, and all the inland lakes that touch more than one state. Consider the great rivers of our nation. The Mississippi, the St Lawrence. The Delaware. The Columbia, the Hudson, just to name a few. There are many more. Then there are the great bays like the Chesapeake, which is 200 miles long, San Francisco Bay, The Delaware Bay.



The General Slocum Memorial Service

In the Coast Guard Auxiliary, we follow a grand tradition of service that dates back to the beginning of the Auxiliary in 1939, and sometimes even further back to the founding of the Coast Guard in 1915. Many times we are responsible for educating the public on topics relating to maritime safety, yet we often don't know why those issues initially arose. However, in the case of the *General Slocum*, the causes and effects of maritime safety stare us in the face from a place just off our local beach, with the souls of over 1,000 victims to remind us of our mission.

On Saturday, June 15th, 1904, the steam paddlewheel steamer, *PW General Slocum*, departed from its quay at approximately 9:30 AM. Aboard were over 1,300 passengers, mostly women and children from St. Mark's Lutheran Church in Lower Manhattan. At approximately 9:50, a fire started in the boiler room of the *General Slocum*. The fire quickly spread towards the aft part of the vessel, where most of the passengers were to be found. A panic quickly ensued. The safety equipment that was aboard the *General Slocum* that day failed completely. Lifejackets fell apart. Lifeboats were painted in place. Fire hoses came apart when pressurized. There had been no fire drills for either the passengers or crew to let people know what to do in the event of an emergency. The result was the loss of over 1,000 lives due to this tragedy, most of them women and children. In effect, this disaster destroyed the St. Mark's congregation. This made the *General Slocum* disaster the largest single event loss of life in the City of New York, only surpassed by the September 11, 2001 terrorist attacks. That is why it is called the poor man's *Titanic*.

Our local Coast Guard Auxiliary units remember those lost with the *General Slocum* with an annual memorial ceremony on the beach in Strathmere, NJ. The site has been selected because the remains of the *General Slocum*, converted into a coal barge after the fire, sank in a storm in 1911 a half mile off the beach, just outside Corson's Inlet. Each year, members of the Coast Guard Auxiliary, U.S. Coast Guard and members of the public participate in this memorial service.

This year's memorial service held on Friday, June 15th, included members of Flotillas 81, 83, 84 and 33. Also participating in the beach ceremony were the crew of a Coast Guard helicopter, based at Air Station Atlantic City who performed a fly-over, **Mayor Richard Palombo** of Upper Township, **Rob Geist** of **Congressman Frank LoBiondo's** Office, Auxiliary District Captain-East **Gene Morris**, **Coast Guard Commander Terry Johns**, Director of the Auxiliary and , the presiding Lutheran minister.

There were many lessons learned for the events on the *General Slocum*. Primary to the cause of the magnitude of loss of life was the inattention to the quality of the lifesaving and safety equipment on board the *General Slocum* and the lack of training of the crew in emergency procedures. As a result of this event, the responsibility of enforcing maritime safety was passed to the Coast Guard. In turn, Congress assigned the responsibility for the safety of recreational boating to the Coast Guard Auxiliary. Our efforts at Recreational Vessel Safety Examination, Safe Boating classes and Marine Dealer visits all can be traced to those lessons painfully learned with the *General Slocum* and very clearly documented by then President Theodore Roosevelt. We in the Auxiliary do what we do because it is import and it saves lives.

Bob Babezki wrote the preceding article, organized the program, and carried it out in a fine manor. **Art Zack** was behind the camera.



MEMBER TRAINING

At the June 14th Flotilla meeting we were fortunate to have two special guests. They described themselves as the NCIS without all the toys you see on T.V. They are Special Agents of the Coast Guard Investigative Service (CGIS).



MISSION

The Coast Guard Investigative Service is a federal investigative and protective program established to carry out the Coast guard's internal and external criminal investigations, to assist in providing personal security services, to protect the welfare of the Coast Guard people, to aid in preserving the internal integrity of the coast guard and to support Coast Guard missions worldwide.

Special agent **Jarrett Swann** (L) and special agent **Kevin Walsh** stressed the importance of being observant and report to them anything that is suspicious. They provided us with their phone numbers. They investigate cases such as SAR hoax calls and you may remember when someone shined a laser pointer at a helo. Coast Guard aircrafts and being targeted by laser pointers.

The public is not aware of the severity of laser pointers. Some laser pointers can travel up to five miles. The laser causes an illumination in the aircraft's cabin and interferes with the pilot's vision.

P.S. They caught the guy.

A LITTLE HISTORY

The U.S. Coast Guard crew from Station Atlantic City and the seasonal station in Ocean City volunteered Wednesday to tear down drywall and rip up floors at the historic U.S. Life Saving Station 30 at Fourth Street and Atlantic Avenue.

The "archeological dig" was an attempt to learn more about the original design of the building, according to John Loeper, chairman of the nonprofit group restoring the building. The work was overseen by Watson & Henry Associates, the architectural firm contracted to plan the historic restoration.

Ryan McKenna, the Coast Guard executive petty officer in charge of the crew, said the effort was an attempt to help "preserve the history of our service as well as teach the young Coast Guard men and women about the history of the service."

The lifesaving station operated in Ocean City from 1885 to 1915 and was a precursor to the modern Coast Guard. A nonprofit group is working to [turn the building into a living history museum](#).

Related Topics: [U.S. Coast Guard](#) and [U.S. Life Saving Station 30](#)



AWARDS

At the April 14th meeting, Flotilla commander Marylyn Hughes presented three awards to members of the Flotilla.



Art Zack received a service award for vessel exams.



Walt Alsegg received an Operational service award.



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Charlie Wilkins received an award for vessel exams.



Our members are arming themselves with educational materials to pass on to the boating public.



Being properly dressed is important to maintain the public image. Walt Alsegg discussed the proper uniforms and used live models to demonstrate the tucked and un-tucked as well as proper head gear and foot wear.

The June 14th meeting was also busy for awards. Our members have been very busy.



Gloria Grumbein has satisfactorily completed requirements and is designated a vessel examiner in the United States Coast Guard Auxiliary.



The Coast Guard has awarded Louis Branin the sustained Auxiliary Award for superior performance of duty from 12/29/2007 to 12/31/2011 service in excess of 769 cumulative hours



Keeping it in the family, Nicholas Branin (son of Louis Branin) successfully completed the U.S. Coast Guard Auxiliary course About Boating Safety.



Ken Wilde received an award for ten years of service to the Auxiliary



Bob Babezki was presented the operations Service Award by the USCG Auxiliary 5th CG District (NR) 2011

We are good because we are always learning and once we learn something we practice. We are grateful to Walt Alsegg for setting up a program to give us two boat practice with the Coast Guard facilities from Station Great Egg. Walt also set up a session with members of Station GE to demonstrate the use of an emergency water pump.



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A close relationship between the Coast Guard and the Coast Guard Auxiliary has existed since its formation and it is stronger today. This photo illustrates members of the Auxiliary assisting in the training of members of the Coast Guard, and in return the Auxiliary members receive valuable training.





Our chef turned out a great seafood treat as well as the traditional hotdogs and hamburgers.



PASSING OVER THE BAR

JOHN PLASKET Obituary: JOHN PLASKET's Obituary by the The Press of Atlantic City...
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JOHN "JACK" PLASKET III

PLASKET, JOHN III "JACK"- passed away on June 6, 2012 at the age of 86. He was a resident of Strathmere, formerly of Merchantville and Ocean City. He is predeceased by his wife of 54 years Dorothy (nee: Rugg), and his daughter Judi. He is survived by his wife Gloria Carpenter Plasket, his son Larry, his Daughter Donna, her husband David Breneman. Grandchildren, Lauren and husband John, Kelli, Katelyn and Dan. Great-Grandchildren, Sarah and Carly. He is also survived by his extended family, the Carpenters, consisting of Gloria's 3 children and their spouses; Lynda and Ken Brown, Barbara and Dan Williams, John and Joann Carpenter, nine grand children and 15 great-grandchildren. Jack was a veteran of VWVIJ and Korea, having served in the Navy. After the war he went to work for Robbins Electrical Distributors and retired after 40 years as Vice-President. He was active in the industry and served as President of the New Jersey Electrical League. Jack served his community as a volunteer firefighter in the Merchantville Fire Department and served as Chief, He was also the Camden County Fire Coordinator as well as he New Jersey State Fire Coordinator and President of the New Jersey Fire Chiefs Association. His active life continued in the Masonic Fraternity. He was a 65 year member of Merchantville Lodge #119, serving as Worshipful Master in 1960. He was a dual member of Ocean City Lodge #171 and served the Grand Lodge as Grand Chaplain and as Aide to the Grand Master. He was also active in the shrine, serving as Potentate of Crescent Shrine in 1991. He is a trustee emeritus of the Shriners Hospitals, Boston Burn Unit and a member of the Royal Order of Jesters. His *love* of the water and boating led him to become Commodore of the Crescent Shrine Yacht Club. **He continued to fuel his passion for the water as a member of the Coast Guard Auxiliary in Ocean City, NJ and in Florida.** Jack was a deeply loving and caring husband, *devoted* father and a friend to many. He *loved* his family, boating and serving his fellow man. A viewing will be held on Sunday Evening June 10, 2012 from 7:00PM to 9:00PM at Godfrey's Funeral Home, 644 South Shore Road (RT 9), Palermo, NJ (609-390-9699) and on Monday June 11, 2012 from 10:00AM to 12:00 PM at Stephenson-Brown Funeral Home, 33 West Maple Ave. Merchantville, NJ (856-662-0813). Masonic Service at 11 :00AM. In lieu of flowers the family is requesting donations to The Masonic Charity Foundation of New Jersey, 902 Jacksonville Road, Burlington, NJ 08016 or Shriners Hospitals for Children, Boston Burn Unit. 2900 Rocky Point Dr. Tampa, Fl 33607.

Published In The Press of Atlantic City on June 9, 2012

PASSING OVER THE BAR

Robert Babezki, ADSO-PA District 5 Northern Region

District Captain - East Gene Morris lost his battle with liver failure at 0130, June 27, 2012. Gene was a dear friend to his fellow members in the Auxiliary and will be sorely missed.

Gene's Legacy - To serve protect. Simple words that meant everything to Gene and ones he lived by every day. A tough, strong family man, Gene always gave his all to anything he did in life. Born in Philadelphia, Gene graduated Roman Catholic High School where he was a standout football player, attended Temple University, but decided to join the Air Force. Upon discharge, he graduated from Gloucester County and Glassboro State College with a BA in Criminal Justice. It was then that Gene realized a lifelong dream to become a police officer. He joined the Woodbury Police Department in 1970, retiring in 1994 with the rank of Sergeant. He did many things through his tenure with the Woodbury PD; he worked as a SWAT Team negotiator with a 100% success rate, received a life saving award, and awards for valor, was an instructor at the Gloucester County police academy; but his true passion was serving on foot patrol where he got to interact with the public. Gene was a real people person and a great and engaging story teller. Upon retirement, he worked for Bud's Pool and enjoyed traveling with his wife throughout Europe, The Caribbean and the US with his wife Andrea.

Gene was elected District Captain East in 2010 and spent many hours traveling to and visiting Coast Guard Auxiliary Flotillas and Divisions that were his responsibility. Having the opportunity to engage fellow Auxiliarists in conversation at the District Conferences was always a joy. One of Gene's last functions as District Captain East was participating in this year's General Slocum Memorial Service where he represented the Fifth Northern Region of the Auxiliary. Gene touched many lives during his journey here on Earth and leaves a lasting legacy of commitment and community that many will talk about for years to come.

