



U.S. Coast Guard Auxiliary

Flotilla 81

Ocean City, N.J.

HENRY ALAN WOOD, FC
KENNETH WILDE, VFC

October 2009

Editors: FSO-PB Bill Quain

Flotilla website: uscgaux-ocnj.org

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CALENDAR OF EVENTS

November 11, 2009: Division 8 Meeting –
FL 82, Shack, Yacht Ave., Cape May, NJ

November 12, 2009: Flotilla 81 Meeting –
Stainton Senior Center, Ocean City, NJ

December 5, 2009: Division 8 Change of
Watch – Tuckahoe Inn, Beesley's Point, NJ

December 10, 2009: Flotilla 81 Change of
Watch – Crab Trap, Somers Point, NJ

January 13, 2010: Division 8 Meeting –
Location TBA

January 14, 2010: Flotilla 81 Meeting -
Stainton Senior Center, Ocean City, NJ

February 9, 2010: Division 8 Meeting
Location TBA

February 10, 2010 Flotilla 81 Meeting
Stainton Senior Center, Ocean City, NJ

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

Election Results

DIVISION 8, 14 OCTOBER 09

DIVISION COMMANDER:
DANIEL HARTMAN 82

DIVISION VICE COMMANDER:
JOSEPH GIANNATTASIO 82

FLOTILLA 81, 15 OCTOBER 09

FLOTILLA COMMANDER:
KENNETH WILDE

FLOTILLA VICE COMMANDER:
HARRY NORCROSS

DUES REMINDER

FOR THOSE MEMBERS WHO HAVE
NOT PAYED DUES FOR 2010
PLEASE SEND A CHECK FOR
\$35.00 PAYABLE TO (USCG AUX.
FLOTILLA 81

TO: DAVID WILSON FSO-FN
79 WALNUT ROAD
OCEAN CITY NJ. 08226

MUST BE RECEIVED BY 1
NOVEMBER 2009 FOR EVERYONE
THAT HAS PAYED THEIR DUES
THANK YOU!
HENRY A. WOOD FC81

FROM THE BRIDGE

COMMANDERS REPORT

Henry A. Wood FC 8-1

“You have all done very well.” As of our last Auxdata report we have made great strides forward in reporting mission hours. Remember, “The mission is not done until the paper work is done.” “Time is money” for the Coast Guard budget each year, and every hour counts.

Speaking of money, your annual dues for 2009 of \$35.00 were due beginning in October. Make checks payable to USCG AUX. FLOTILLA 8-1.

Our major summer projects of operations, vessel exams, marine dealer visits and public affairs have done well. Recruiting is also up with four new members sworn in and one processing at this time. Beverly has prospects lined up around the block. Attendance at meetings is up with 39 at the picnic and 41 at the meeting in September. Public education resumed in September with over thirty registered for class. We have taught over 220 boaters this year and with two classes remaining should pass 250 by the end of October.

We have made major additions to the operations program this summer. Harry Norcross, Frederick Ruddick and Richard Sorokin qualified as coxswain and Lewis Branin qualified as crewman. Four members are nearly ready to qualify as crewmen and one man is ready to qualify as coxswain. This was an excellent training cycle this year.

AUXDATA TOTALS END OF AUGUST

PE CLASSES	9
PATROLS	30

PATROL HOURS	161
# VESSEL SAFETY CHECKS	166
MARINE DEALER VISITS	80
TOTAL MISSION HOURS FOR ALL ACTIVITIES:	4,664.3 HOURS

“YOU DONE GOOD”

COMMANDERS COMMENTS

Henry A. Wood FC 81

This will be my last Pelorus as the commander of Flotilla 81. I believe we have made significant progress the last two years in membership, mission hours, public affairs, vessel exams and program visitation. Your total hours of service to the Coast Guard continue to be a tribute to our Flotilla Staff Officers and the active members of this organization. I would like to thank my advisory board of Walter Alsegg IPFC, Harry Norcross acting Liaison Station AC and Helo Ops coordinator, Howard Phillips FSO IS, “chief of mission impossible”, plus my executive officer Ken Wilde and David Wilson FSO FN. The council and discipline of the past and future officers was greatly appreciated and more often than not kept me from “shooting from the hip”. Their advice was welcome, and continued to keep me from getting in trouble with members and the Chain of Command. This has never been about me but the growth and accomplishments of the staff officers and members of Flotilla 81. It has been a pleasure and honor to serve as your commander the past two years.

I congratulate the newly elected Bridge of Ken Wilde, Flotilla Commander and Harry Norcross, Vice Flotilla Commander for 2010. I will transfer command to two highly qualified, experienced men as future leaders of this

organization at the Change of Watch December 10th. I have full faith and confidence in your newly elected leaders. I wish them well and smooth sailing during their command in 2010.

Inside Night in Venice Safety Patrol

Robert Babezki, Ken Wilde,
Richard Keast

A lot of discussion takes place in July regarding Ocean City's Night in Venice. Each year, Flotilla 81 assigns boats and crew to assist the Coast Guard and NJ Marine Police provide safety to the boats that are in the parade and the spectator boats that come out to watch the parade. But what is it that we actually do and contribute to the Night in Venice boat parade?

After serving in two parades, I have found that the biggest job we in the Auxiliary provide is the role of "Traffic Cop". This has two major components. First, prior to the start of the parade, the Auxiliary, NJ Marine Police and the Coast Guard clear the spectator boats out of the ICW and out of the path of the parade. The spectator boats don't understand that they have to anchor-up out of the main channel of the ICW. The spectator boats try to position themselves in the best location to view the parade. Many times they anchor in a location that presents a safety hazard to the boats in the parade, or to the many security patrol vessels that assist in the parade, including SeaTow and TowBoatUS. What is not readily apparent is that during the course of the parade, as darkness falls, visibility drops, and more sea-room is needed to safely maneuver your patrol vessel as it gets dark. Without this effort at the beginning of the patrol, later movements of the AUX patrol vessel become more dangerous as the evening progresses.

The second role that the Auxiliary patrol vessels provide is to manage the boat traffic attempting to come through the ICW during and after the boat parade. The Coast Guard closes the ICW during the boat parade. However, many vessel operators are either unaware of the closure, or simply don't care. Consequently, they try to run their boat through the ICW during the parade, causing a navigation hazard. Much effort is exerted to spot these vessels and intercept them before they enter the restricted area. These boats then must be approached and convinced that it is in everybody best interest for them to anchor up. Once anchored-up, many vessel operators fail to turn off their running lights. This causes problems with the safety patrol vessels in trying to determine if a vessel is underway or stationary, as they maneuver around in their patrol areas.

However, once the parade passes, controlling the flow of spectator boats that are following the parade to find their way home becomes a harrowing experience. Many of these vessel operators have limited experience in maneuvering their boats at night. They lose all sense of what is going on around them, crossing in-front of other on-coming vessels. It took great situational awareness on the part of our Facility and crew to avoid the random movements of these spectator boats and the still anchored spectator boats.

Duty during the Night in Venice is exciting, but it can also be extremely stressful.

ROGUE WAVE

Richard Keast

You may have recently seen a TV presentation on rogue waves in various parts of the world. Waves upwards of a hundred feet, which can swamp huge ships, particularly if a ship has problems that prevent them from keeping the bow toward the wave.

“It won’t happen here,” you say?

Well, maybe not a wave that high, but I am about to tell you a true story about our own Great Egg Inlet. The channel shifts frequently, which is why, if you look on your chart, you will see no buoys in channel to Great Egg buoy. The channel shifts so often that the Coast Guard buoy tender has to reset them; hence, they are not shown on the chart.

The Great Egg Inlet is the worst inlet along the coast. If you are caught out in bad weather, the best thing to do is to return via Atlantic City or Cape May inlets. Both make passage easier in bad weather.

A couple of years ago I owned a 23 ft. sail boat. Small but sturdy, she was a 23 ft. keel boat, and ruggedly built. One day I went sailing out the inlet to the ocean by myself, as I often did. One thing I did do before I went out the channel was to close all the hatches, just in case. The sailing time was uneventful, wind and water were moderate. When the time came to come home, I sat out there (just before the channel starts in) as I always did, watching incoming waves until I found one I could fall in step with so I wouldn’t have wave come over my transom.

I noticed a power boat heading out. It was about 28 ft. cabin cruiser with canvas top over the cockpit. I also noted he had the forward hatch open.

Just then I noticed a wave coming in, largest I could remember ever having seen here. I estimated it was 20-25 ft. high. Next, the power boat’s bow disappeared into the wave. Then the whole boat disappeared, finally emerging on the opposite side of the wave.

The engine sputtered and died, the canvas top was all twisted and the boot top was no longer to be seen. Obviously he had taken a big drink of water thru open hatches. He called to me for help, but there were other power boats who volunteered to take him in tow.

I continued my journey in at the next wave, which was normal. (Again all my hatches were closed.)

The moral of this story is:

1. When you go out in ocean – remember almost any thing can happen.
2. Don’t go outside if your boat is not suitable for possible bad weather.
3. Any boat with openings like hatches and ports should be buttoned up, just in case.
4. Always use common sense in going outside. (Application of common sense solves most boating problems.)
5. Always file a float plan.

True Cooperation at Sea

Robert Babezki, Arthur Zack and Richard Sorokin.

Photographs by Arthur Zack
(following article)

On July 17, 2009 at about 1030 hours, during a routine Safety Patrol behind Ocean City, New Jersey in US Coast Guard Auxiliary Flotilla 81 Facility #232416, a call was received from Coast Guard Station Atlantic City that a boat was taking on water in the Great Egg inlet. The Facility was in the vicinity, transiting from Somers Point towards the Great Egg Coast Guard Station. The Coxswain, Richard Sorokin, called into Station Atlantic City that Aux Facility #232416 would respond to the call for assistance. As the Facility proceeded toward Great Egg Inlet, a 23' RIB unit from Station Great Egg also responded.

A sail boat had run aground on a shoal and was taking on water. As we approached the stricken vessel, sailing vessel Wind Star, we observed that TowBoatUS had also arrived on the scene. We stood by while the TowBoatUS operator passed a tow line to the Wind Star. The operator of the Wind Star had lost track of the channel and hit bottom on a sand bar, causing his rudder to jam hard to port. After several attempts, the operator of the Wind Star was unable to secure a tow line. TowBoatUS then backed off and the 23' RIB boat from Station Great Egg approached the stricken sailboat. A Coastguardsman was placed on-board the Wind Star to secure the towline. A single tow line was attached to the bow of the disabled vessel by the Coastguardsman, and the boat was pulled free. While this was happening, a patrol vessel from the NJ Marine Police arrived on scene. Also, within 10 minutes, a 47' foot Coast Guard vessel from Station Atlantic City also arrived to provide any needed assistance.

Once the tow line was secured, the TowBoatUS vessel began the tow process towards the Ocean City-Longport bridge. However, because the rudder was jammed, the towboat could not control the sailboat. The Wind Star was not following directly behind

the TowBoatUS vessel. Rather, the sailboat was tracking hard to port at a 45 degree angle from the TowBoatUS vessel. This would not allow the TowBoatUS vessel to bring the Wind Star under the Ocean City-Longport bridge. At this point, the TowBoatUS skipper changed from an ahead-tow and took the sailboat into a side-tow. The 42' Coast Guard

patrol boat left the scene to continue their mission, while the Flotilla 81 Facility, the 23'RIB Coast Guard boat from Station Great Egg and the Marine Police vessel remained to continue the assist.

The sailboat had to be towed two miles through an area of recreational boats and drifting fishermen. The Flotilla 81 Facility was requested by the Coast Guard to assume the point in the convoy bringing the Wind Star back into port. We took the lead and cleared a path through the boat traffic and requested that the passing vessels assume a No-Wake speed to minimize the rocking motion that would affect the towing vessels. Once this convoy entered Ships Channel, a second vessel from TowBoatUS arrived on scene to assist in the tow. It was determined that the Wind Star needed to be taken to harbor in Somers Point for repairs.

The U.S. Coast Guard Auxiliary Facility #232416 was crewed by Art Zack (Flotilla 1303), and Robert Babezki (Flotilla 8-1). Richard Sorokin (Flotilla 8-1) was the Coxswain.



A View From The Blue

Bill Quain

Goodbye to an Old Friend

On August 7, 2009, Flotilla 81 saw a good friend transferred to his new duties. Lt. Jason Ingram, a long-time supporter of our Flotilla and the USCGA in general, left USCG Station Atlantic City for his new post at Yorktown, Virginia. Lt. Ingram formed strong relationships with 8-1, especially during Night in Venice, The Atlantic City Air Show, and when he instituted USCGA training in the Helo Ops Program.

Although transfers are a way of life in all branches of the service, it is still difficult to say goodbye. "We will miss you Jason!"

Hello to a New Friend!

On August 7, 2009, at the Change of Watch Ceremony at USCG Station Atlantic City, The USCG family met the new commander, Lt. Jeffrey Craig. Lt. Craig worked closely with Auxiliary Units at his last Station on the west coast, and has already reinforced the strong relationships forged by Lt. Jason Ingram and others.

At his first meeting with Flotilla 8-1, Lt. Craig remarked that our Flotilla's members were impressively dressed in the correct uniforms. Lt. Craig also an excellent first impression with the Flotilla members as a whole, and particularly those members involved in Welcome Aboard L-T!

Another Needless Accident

Just as this issue was going to press, I heard a news report about a boat accident and probable drowning on the Delaware River. A small boat capsized, and one man was presumed drowned after an eight-hour search did not recover his body. There were two men in the boat, and one was able to swim to shore. There were no details available, but preliminary indications are that the men were not wearing life jackets. Small boats and cold water are a bad combination, and every year, there are several accidents in our area.

Happy Birthday Flotilla 8-1!

On June 3, 2010, put on your party clothes and get on over to the Flanders Hotel in Ocean City, New Jersey. Flotilla 8-1 turns 70! Chairperson Marilyn Hughes and her crew created a great menu. Bob Babezki, who is conducting a Historical Review of the Flotilla, says "We are definitely the oldest Flotilla in New Jersey, and it possible that we are the oldest in the U.S." Bob promises to get the full details in time for the party.

In Sick Bay

Morton Pearlman underwent a quadruple bypass in October, and at last report was still in the hospital. Joe Skutlin's wife Linda underwent surgery in October. Best wishes to both for a speedy recovery.

Awards

July 2009

Marilyn Hughes – Membership Service Award for 10 Years of Service

Robert Babezki – Coast Guard Sustained Service Award for Superior Performance

August 2009

No awards given at picnic, but new crew qualified and coxswain qualified members announced

Crew

Robert Babezki
John Bodin
James Earle
Gloria Grumbine
Edward Henne
David Houghton
David Wilson

Coxswain

Kenneth Wilde

September 2009

Marilyn Hughes- Recognized for volunteer contribution in Public Education

David Latta – Certificate of Advancement to CE/Facility Inspector

Robert Babezki- Course Completion in Administrative Procedures for USCG

Photo Gallery



Marilyn Hughes Membership Service Award for 10 Years of Service 7/9/2009



Bob Babezki Sustained Service Award for Superior Service 7/9/2009



James Earle Inappropriate Ball Cap Award 7/9/2009



Change of Command
Lt. Jason Ingram to Lt. Jeffery Craig.
BMC Sean Boone - 08/07/2009



VFC Ken Wilde with Helo-ops aircraft used in training exercises. Change of Command- Lt. Jason Ingram to Lt. Jeffery Craig – 8/7/09



Vessel 279535 used for Helo-ops 2009



David Wilson, Crew, September meeting



Ed Henne, Crew, September 2009 meeting



David Houghton, Crew, September meeting



Gloria Grumbein, Crew, September 2009 meeting



David Latta, Certificate of Advancement to CE/Facility Inspector, September 2009



Marilyn Hughes, Service Award for Volunteer Contribution in Public Education, September 2009



Elections, October 2009- Jean Strech advises FC Henry Wood of incoming VFC vote



Ken Wilde receives Coxswain Award October 15, 2009 meeting from District Captain East (DCAPT-E) Bruce Long



Elections, October 2009
New FC Ken Wilde and
VFC Harry Norcross

(Missing Award pictures – John Bodin, Crew; James Earle, Crew; Bob Babezki Crew; Bob Babezki Course Completion in Administrative Procedures for USCG)