

PELORUS

U.S. Coast Guard Auxiliary

Flotilla 81

Ocean City, N.J.

**MARILYN HUGHES FC
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OCT 2012

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CALENDAR OF EVENTS

October 10th Division 8 Meeting, Flotilla 84-Absecon Island, NJ
October 11th Flotilla Meeting, St. Peter's Methodist Church (1900-2100)
November 14th Division 8 Meeting Fl85-Brigantine, NJ
November 15th Flotilla 81 Meeting, St. Peters Methodist Church (1900-2100)
December 1st Division 8 Change of Watch, Tuckahoe Inn (12:00 noon)
December 13th Flotilla 81 Change of Watch, Crab Trap, Somers Point, NJ



FROM THE BRIDGE
COMMANDERS COMMENTS

Well, it is that time of year again. The patrol season will be over on 15 October, the season of Changes of Watch is about to occur, elections are on the horizon, and our snow birds will soon be flying south. Not to mention, that the holiday shopping season is already in full swing!

We have accomplished much this year. From the reports of the staff officers of Vessel Examination, Operations, and Program Visitors, we are doing well. The Public Education season went well but we need to step up the efforts for 2013. We have added to our ranks with



three individuals in the pipeline for the security center. We have also had one of our own graduate from Recruit Boot Camp and is now serving on a 210' cutter in Florida.

It has been my pleasure to serve the Flotilla again as Commander, and I do hope that the shipmate who is elected for the 2013 will serve you well. Since the last time I was FC, our duties with the Coast Guard have tripled at the very least. Our world is technologically changing so fast that it is hard to keep up with the changes. We are on Facebook, Twitter, and we SKYPED two of our meetings. Only time will tell just how far technology will take us. It has been a very different leadership with most everything going electronic. No more typewriters and rapid drafts!! Some of you remember them

I wish the new Flotilla Commander all the best as he or she takes this great flotilla to even great heights. Happy Holidays to you and your families.

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

OPERATIONS REVIEW 2012 SEASON
By Walt Alsegg ASO-OPS

All our crew members who needed requalification this season successfully accomplished the process. Next year I'd like to see more members' boats become facilities so we can get out on patrols more often. Thanks to all who did a great job of supporting two boat drills with Station GE. This allowed active duty crews to "practice" their skills with recreational boats as well as giving our crews first hand exposure to how the Coast Guard perform tows.

This summer's major marine events presented new challenges but as usual our flotilla came through and accomplished the missions. Ocean City's Night in Venice on July 28 was

unfortunately scheduled on an outgoing tide. After conferring with city officials, they moved the parade up to 6:00pm. The tide and impending weather reduced the number of participant boats from 60 to 45. After a great picnic at station GE our crews headed out to enforce the spectator areas. **Art Zack, Bob Babezki** and **Dick Sorokin** manned “Aux 2”, while **Lew Branin, Ed Henne** and **Charley Wilkins** manned “Aux 3” and **Mike McKenzie** and **Bob Fritz**, “Aux 4”. Unfortunately for the first time in 58 years rain came pouring down before the parade was over. All boats made it back to safe harbor, but not before getting soaked!

The Atlantic City Air Show took place on a Friday this year which significantly increased the spectator fleet. One again Flotilla 8-1 contributed the most facilities (4) and the most crew (21) to the event. The seas kicked up making the ride home long and challenging. **Ed Henne** lost one of his signboards due to the heavy seas off Margate. Incredibly, two weeks later, the Margate beach patrol found the sign washed up on their beach, turned it over to a member of 8-4 who in turn contacted their ops officer who sent an e-mail inquiring who might have lost it. Since I knew the story, I was able to retrieve it and return it to Ed, a little sandy but otherwise undamaged!

Multi-Mission Patrols

By Robert Babezki, FSO-CS

When an Auxiliary Coxswain applies for patrol orders, the crew members anticipate a patrol with a single objective or mission. However, in today’s economy, the Coast Guard is pushing the Auxiliary to do more tasks in a single patrol mission. These multi-mission patrols are a relatively new concept for the Auxiliary.

An example of such a multi-mission patrol comes from a patrol back in June, 2012. Coxswain **Bob Babezki** with crew **Charlie Wilkins** and **Dave Latta**, embarked on a patrol with the goal of entering the lagoons of Sea Isle City to reach boaters who dock their boats at their home in order to offer them the opportunity to get a Vessel Safety Exam. During this patrol, we were able to perform a dozen VE’s for boat owners whom we never get to see in other circumstances.

While transiting to and from Sea Isle City’s lagoons from our home port in Strathmere, our facility performed the standard Maritime Observation Mission. Simply put, this is the normal process of patrolling our local waterways and acting as eyes and ears of the Coast Guard and being the friendly face of the Coast Guard.

This summer, the Coast Guard assigned the Auxiliary a specific mission. The Coast Guard ATON (Aids to Navigation) Department tasked all Auxiliary units to perform a photographic survey of all the fixed channel markers in their AOR. As part of that overall assignment, our crew photographed ICW channel markers from Strathmere to Sea Isle City. This was done during our transit between Strathmere and Sea Isle City.

After spending two hours performing Vessel Safety Exams, we headed back towards Corson’s Inlet. Along our route, we noticed several New Jersey State channel markers (PATONS – private

aids to navigation) that were damaged. We photographed the damaged markers and recorded their GPS coordinates. Upon completion of our patrol we filed an ATON Discrepancy report with the Coast Guard to get the markers repaired.

So, on a single patrol, our crew was able to perform four separate missions: Maritime Observation Mission, Vessel Safety Exams, ATON Survey and ATON Discrepancy. Within a four hour patrol, we were able to address multiple maritime safety issues within our patrol area. That gave the Coast Guard extra value for the dollars that it spends in supporting the Auxiliary patrol activity and helps them justify to Congress the money it allocates to the Coast Guard Auxiliary.

VESSEL SAFETY CHECK – 2012

Charles Wilkins, FSO-VE – Flotilla 08-01

As in previous years, Flotilla 08-01 has been active in the 2012 Vessel Safety Check program. More and more emphasis has been placed on this educational opportunity for boaters because of the increase in boating fatalities noted in the 2011 statistics.

The number of registered boats decreased 2% in 2011 as compared to 2010 but the single most important statistic, however, is the 15% increase in boating fatalities in 2011 when compared to 2010. This highlights the need for renewed enthusiasm on the part of the vessel examiner.

The value of the Vessel Safety Check lies in the one-on-one encounter with the boater. This is an opportunity to provide individualized education. Because operator inattention, inexperience, and speed represent the most common contributing factors in accidents, we as examiners potentially can make a difference.

Flotilla 08-01 visited Ocean Heights Marina in Egg Harbor Township and All-Seasons Marina in Marmora in late May and early June. These visits represented 08-01's contribution to Safe Boating Week activities.

A Vessel Safety Check event was held at Whale Creek Marina on 9 June.

Bob Babezki, ADSO-PA, had arranged for this event to be advertised in the media. A reporter was on hand from the Cape May County Herald to document our activities. As in previous years, boaters were enthusiastic and anxious to learn. The article published describing the event should heighten the public's interest in the VSC program.

Other events included those at River Beach Resort and Campground in Mays Landing and Blue Water Marina in Ocean City. A first for the 2012 season was the VE Patrol organized by **Bob Babezki** which took place in the lagoons of Sea Isle City.

As before, most of our vessel exams do not come from scheduled events but rather from the individual efforts of our examiners who maintain a presence at a multiplicity of locations. These examiners include **Walt Alsegg, Bob Babezki, John Bodin, Gloria Grumbein, Ed Henne, Harry Norcross, Terri Pierce, Joe Skutlin, Dick Sorokin, and Allan Wood.** As in previous years, **Art Zack**, our FSO-PB, leads our flotilla in the number of contacts with the boating public. He continues to submit the highest number of vessel exams in our flotilla by far. Also noted were the efforts on our behalf of **Dave Latta, FSO-VE** from Arizona (114-10-08,) who attended all of our scheduled events.

The examiners of the USCG Auxiliary rank education concerning the life vest of paramount importance. It only works if you wear it. The statistics are staggering – 70% of fatalities in boating accidents in 2011 were due to drownings. Of those, 84% were reported as not wearing a life jacket. Are the jackets readily accessible? Are they in good condition? Are they appropriate in size for our younger boaters? These are the important questions that we hope to answer in the course of our exams.

Examiners can check off the physical requirements of the safety check as being present or not present – horns, lights, flares, etc., but our primary mission is one of education and the single statistic that supports our mission is the fact that only 11% of fatalities occurred on vessels where the operator had received boating safety instruction. Hopefully, our efforts will have made a difference when the 2012 statistics are published.

THE WAY THINGS WERE-
A REPRINT BY DICK KEAST WRITTEN IN JANUARY 2005

A word to those reading, this is your Editor speaking. The old guy, I think I am oldest active member of Flotilla. I go back a long ways and hold a 40-year certificate. I was In USCG Auxiliary in 40's! I was a member of Delaware River Yacht Club Flotilla 24. Also a member of United States Power Squadron, an old boating organization and was an instructor in their boating classes.



In those years auxiliary members were called Class “T” Reserve (temporary) as you will find out when reading “history”.

Many Auxiliarists also served as “Port Security” standing watch at shore facilities

Patrol duty then was (for me) patrolling in a CG boat, a former civilian 44 Ft. cabin cruiser, single screw, painted gray, she was numbered in CG fashion, CG44001, and operated out of the Phila. CG Base then located at the foot of Allegheny Ave. in Phila.

Our patrol area was off New York Shipbuilding Co yards in Camden, where naval vessels were under construction. Once a week after work, left CG base at 7:00 PM, on patrol, returning at 7:00 AM. A regular CG coxswain was aboard, his first function after arrival on station, was to sack out in best bunk on board until return. Crew was all Auxiliarists, usually 4, and we split up the night into watches, so we did get some sleep. Armament was a sub machine gun and each crew member carried a 45 cal.

Pistol. Patrols were usually uneventful; occasionally we would be requested by an incoming ship to take Pilot ashore. .

While activities were not earth shaking I felt I was helping the effort, since I was not accepted by the military. I did work full time as engineer with a firm involved in construction of complex air conditioning/ refrigeration projects. Many such were used in industry and by military. One huge project was "The Climatic Hanger", Eglin Field, Fla. This massive hanger could be taken to +120 °F or down to -40 °F for testing aircraft.(could hold five of largest aircraft at that time)

The PELORUS

The origin of our publications name by Dick Keast

It has occurred to me that some members, in particular, those newer to boating may not know what a "pelorus" is or how it was used. If not, prepare yourselves for a little discussion on the matter.

As you all should know the US Gov., in form of NOAA (National Oceanic and Atmospheric Administration) has for years issued charts (Maps of sea to land lubbers) There are thousands of such charts, issued to guide boaters on the waterways. In our area there is # 12316, inland (Inter-coastal Waterway) and off shore, #12318.

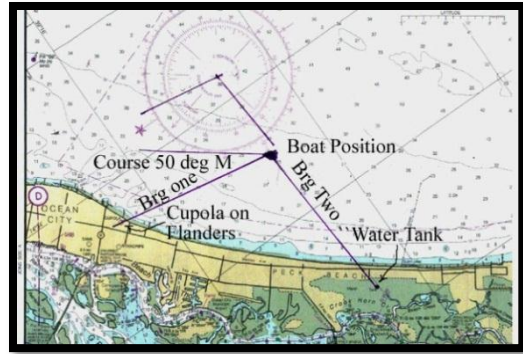
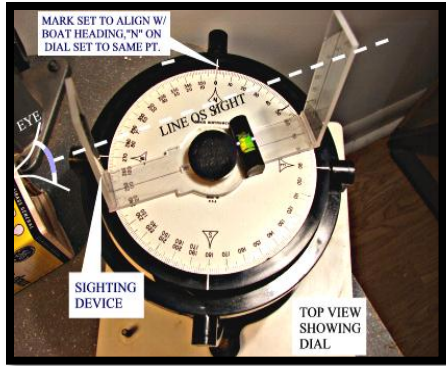
Each of the off shore charts (12318), includes on the chart important land marks which allow boaters to get their position with reasonable accuracy.

In Ocean City for example are shown the cupola of Flanders Hotel and five water tanks. With advent of GPS (Global Positioning System), boaters for about \$135.00 can have a hand held GPS which at any minute gives position in Latitude and Longitude, as well as speed over the ground and true heading. It will also tell required course from position "A" to Position "B". Many boaters have a more complex, bigger and more expensive "chart plotter" which shows a chart of the area with a boat symbol at the position your boat is, as well as other info. shown on hand held version.

How much simpler can it get?? In spite of this, many small boaters don't carry a GPS, regrettably don't even carry charts.

A pelorus was a navigation device used to find a boat position before the days of GPS.

Briefly, the pelorus was used to take bearings (sight on) two objects, in this case, Cupola the Flanders Hotel and one of OC's water towers.(see chart below). When the two lines were plotted on a chart, the point of intersection gave you your boat's location.(See photo on next page)



CHANGE OF COMMAND-STATION ATLANTIC CITY, NEW JERSEY



ATLANTIC CITY – **Lt. Cmdr. Jeffrey Craig**, commanding officer of Coast Guard Station Atlantic City, and **Lt. Commander K. Moore**, prospective commanding officer of the station, conduct a crew inspection during a change of command ceremony at the station July 20, 2012. During the ceremony, Craig transferred command of the station and crew to Moore. U.S. Coast Guard photo by Petty Officer 3rd Class Cynthia Oldham



120720-G-ZE884-080-Station Atlantic City Change of Command

ATLANTIC CITY, N.J. — □” **Lt. Commander K. Moore** officially **relieves Lt. Cmdr. Jeffrey L. Craig** during the Coast Guard Station Atlantic City change of command ceremony July 20, 2012. Capt. Kathy Moore, commander of Coast Guard Sector Delaware Bay, served as the ceremony's presiding official. U.S. Coast Guard photo by Petty Officer 1st Class Nick Ameen.

At a farewell luncheon for **Lt. Cmdr. Jeffrey L. Craig**, **Marilyn Hughes FC** presented a picture of CG Station Atlantic City signed by members of Flotilla 8-1.



“This is a token of appreciation from the members of Flotilla 81. Thank you for your support during these past three years. We have enjoyed working with you on many projects. Best wishes in your new position. Flotilla 81 hopes to continue the good relationship with Station Atlantic City under **LDCDR Moore**.”



Terri Pierce, Gloria Grumbein, Ruth Keck and Jim Ryon, Jr. at the Change of Command.

Photo by Bob Babezki ADSO-PA

Coast Guard Commandant Admiral Bob Papp's Remarks At the Coast Guard Auxiliary National Conference

San Antonio, Texas

Saturday, August 25, 2012

The Coast Guard has posted a text copy of Admiral Papp's remarks online. All Coast Guard Auxiliary members are welcome to read the text of the admiral's speech by visiting: <http://goo.gl/SFEoT>. The complete text is about ten pages and is too large to print in the Pelorus, but I think it is worth reading.

DON'T FORGET TO CHECK OUR FLOTILLA WEB SITE.

www.uscgaux-ocnj.org

The ladies of Flotilla 8-1 are very active and involve themselves in many activities. At the Change of Command, **Terri Pirece, Gloria, Grumbein,** and **Ruth Keck** showed up looking sharp in their dress uniforms. On any given weekend, Terri and Gloria are out on the docks doing vessel exams. They also spent a day working at the air show **on Ed Henning's** boat. You may also find **Mary Grant** at the helm of an Auxiliary facility doing safety patrols, or acting as lookout. **Janet Richardson** spent eight hours rocking and rolling off the beach in Atlantic City helping to maintain a safe area, and keep boaters out of the "box" or safety zone.



Mary Grant on patrol.



Terri Pirece and Gloria, Grumbein
At the air show.



Janet Richardson at the air show



NIGHT IN VENICE 2012

By Art Zack

Flotilla 8-1 played an important role in maintaining a safe environment for the Night in Venice parade. Working along with the Coast Guard and the Marine Police, we were ever vigilant to expect the unexpected. Whenever boats and partying are combined, there is always the potential for problems. The evening started out with dinner at the CG Station Ocean City. Assignments were handed out, and the boats headed out on the water. As in past years, the parade was led by an Auxiliary boat. My boats primary assignment was to direct boat traffic under the new 9th St. bridge, and guard an old bridge abutment that was cut off at the water line. It presented a serious hazard to navigation. We also controlled spectator traffic to no-wake speed and alerted boats to use proper lights if they are under way or anchored. We closed the ICW after the last parade boat passed under the 9th St. Bridge. This prevented spectator boats from riding up the back of the parade. There were no boating incidents, but within a few minutes, the sky turned black and the rain fell in sheets. We broke out our rain gear and made a mad dash for the CG Station. We were soaked by the time we tied up. We waited out the storm and headed for home.



Our Aux boat leading the parade

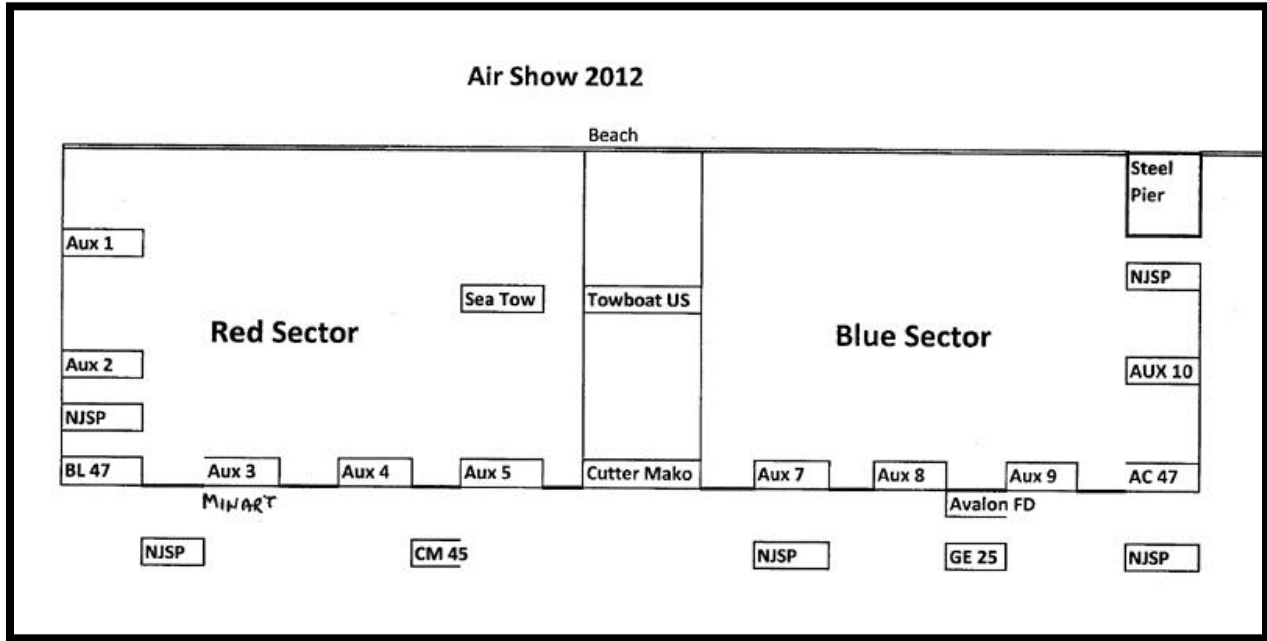
Then the sky got dark and the rain came in sheets.

Storm photo by Charlie Wilkins FSO-VE

And the winner is



THE ANNUAL ATLANTIC CITY AIR SHOW



I have reduced two square miles of ocean to 32 square inches to illustrate the important role the Auxiliary played during the air show. Flotilla 8-1 contributed four boats and 21 members. You can see from the chart that the Auxiliary made up 50% of all the boat that helped protect the safety zone.



Ed Henning and his crew worked hard to keep his AOR free of recreational boats.



With the 47' as a guide, **Bob Babezki** positioned his boat along the perimeter of the safety zone. **Gene Richardson**, his wife **Janet** and **Art Zack** made up the crew. All through the show, boats moved into the safety zone that bordered the box and had to be asked to move back. On the ride home we encountered 5' waves and wakes coming from all directions. Our skilled coxswains got us home safely. While patrolling our AOR, we did notice jets flying overhead, but a still photo can't capture the excitement and roar of the engines. One plane buzzed our boat so close you could count the rivets under the wing.





Photos by Art Zack FSO-PB

An operation as large as the air show needs careful planning, and every detail must be worked out in advance, including the objectives of all patrol boats. They were as follows:

1. Provide safety and security for all participants and spectators before, during, and after the event.
2. Deploy resources to ensure the integrity of all established safety zones and the safety of all vessels on the waterway.
3. Strategically position assets for quick response to any subject vessel violating an established safety zone.
4. Provide enhanced SAR coverage in response to anticipated increased recreational boating activity during the event.

Fellowship is an important part of the Coast Guard Auxiliary and our annual picnic is always a success. The food is good and the conversations are lively.





I always have a few pictures left over, and rather than store them where they will never see the light of day, I decided to print a few.

Top row: **Walt Alsegg** coxswain and **Gloria Grumbein, Terri Pierce, and Fred Ruddick** as crew, practice two boat drills with the Coast Guard.

Middle Row: With the Auxiliary boat dead in the water, the Coast Guard crew practiced towing and **Joe Skutlin** secured the tow line.

Bottom row: **Dave Latta** and **Joe Skutlin** map out a search pattern and then confirm the results on the plotter. It was picture perfect.



Photos by Charlie Wilkins FSO- VE



Photos by Art Zack FSO-PB



While on a routine patrol, Coxswain **Bob Babezki**, and his crew of **Dave Latta** and **Charlie Wilkins** came across a disabled boat. After getting permission from the Coast Guard, They took the boat in tow. After all the tow boat practice sessions with the Coast Guard, they were able to put their knowledge to good use. Photos by Charlie Wilkins FSO-VE



Night in Venice photos by Art Zack FSO-PB



VE and Strathmere photos by Charlie Wilkins. FSO-VE



Photo by Min Zack

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





Photo taken in Absecon Inlet by Min Zack

It is a sad time of year when boating season is over and we have to tolerate the long cold winter, dreaming of the day we can launch our boats again. The summer of 2012 was very busy and productive and I was proud to record the activities in words and pictures. Thank you all for your contributions to the Pelorus and I wish you a happy and healthy holiday season.
Art Zack, FSO-PB