

BRIDGE CHATTER

Flotilla 85 Brigantine N.J.



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Flotilla Commander



As I sit here and contemplate that we are almost thru another boating season I feel that I've hooked and landed another big fish that tried to get away. Where Oh where did the summer go? It seemed that we were just thinking about Patrols and boating safety last April and here it is September and I for one am thinking of storing my boat for the winter. Well the members of Flotilla 85 have done well. We succeeded in beating all forecasts for ABS classes. In fact as other flotillas were canceling classes we were having to turn away students. That means we exceeded both our income projections and our boating safety course obligations. We qualified two new ABS instructors and Alan, our VC, and his team deserve a well done from all! Thanks go to Jean Stretch, Stan Friedman, Gil Finkelstein and Jack Kelly for their steadfast support. Also we need to thank those who helped during the day for setup and breakdown like Mike Fitzpatrick and Jeanne DiCecco as well as others who helped make this a "big fish" endeavor. In terms of patrols we had a really outstanding and diversified effort from all including Glenn Westervelt, Stan Friedman, Calvin Barteckko, Barry Yaffe and even me who provided facilities in addition to the crew hours from Jeanne DiCecco, Bill Hannan, Ken Eisenberg, Mike Fitzpatrick Vic Libetti and Alan Moose. Let's not forget our two new trainees Bob Wilson and Calvin Barteckko who hope to qualify shortly for next season. Both the Air station and the AC boat station really appreciate all that Flotilla 85 contributes to the helo Ops program so the really big fish in that program are Scott DiStefano, Bill Hannan Alan Moose, Gil Finkelstein and Ken Eisenberg. Not to be outdone we have Marie Librizzi and Jeanne Dicecco who are the Aux Chef masters and contribute mightly to our visibility on the gold side. They actually cook the "big fish" that tried to get away. Looking forward to the fall we have the District conference coming up that all are free to attend. We still have work to do in terms of recruiting for as we all know that is the lifeblood of any organization. Let's all try to talk up what we do, how we do it and how proud we are to be part of the Auxiliary and especially Flotilla 85!! This really was the season that landed the big fish!! Thanks to all who made it such a success.

Cris Gleason 70-85

Operations

Gil Finkelstein FSO-OP

Boating Season is on the home stretch and our flotilla has had an active season on the water. Our flotilla helo ops crews consisting of Glen Westervelt, Gil Finkelstein, Bill Hannon and Ken Eisenberg have had an interesting and active summer working with the Coast Guard Air Station. Cris Gleason achieved his coxswain status and now heads out on his own patrols.

All crew and coxswains should consider taking AUXSEA, the Auxiliary Seamanship Specialty course which is designed to present the Auxiliarist with a thorough knowledge of vessels and proficiency in their operation. An AUXSEA Specialist has extensive knowledge of how vessels are constructed and operated. The AUXSEA Specialist understands marine engines, how to perform minor repairs, is knowledgeable about vessel handling and knows how to approach distress situations.

You can achieve success as an AUXSEA Specialist by passing a closed book, proctored examination with a score of 75% or better.

CAUTION USING LED LIGHT BULBS

Word of caution when using LED light bulbs. A member of the communications team was having difficulty copying the signal from a D1N, VHF repeater, and could not understand why. He stated, "I had installed some LED replacement light bulbs and when we turned on the light, the VHF receiver input was desensitized." After reading the LED bulb package carefully, it states in very small print, "may cause harmful interference to sensitive marine band radio equipment. Do not install near sensitive life-saving marine communications equipment"

Atlantic City 4th of July fireworks off Atlantic city was a huge success. Glen Westervelt skippered his 46 ft trawler with a crew of 6 Flotilla 85 crew members doing a security /safety patrol keeping spectator boats away from the fireworks barge.

The Atlantic City Air Show is always an active marine event for our Operational facilities. Our patrol boats keep a tight security zone open for the flyovers of the aircraft. It's always an exciting event with the military jets roaring above our heads also providing the best seats in the house. As usual this year Flotilla 85 provided facilities and crews for the event. We were on scene at 0930 providing the "security box" anchored vessels and chase boats. The event ended around 15:30. After 6 -7 hours on the water all were tired and glad to be back on solid ground. The ocean had 3 ft chop and we rocked & rolled.

Operational Excellence Program



Coast Guard Auxiliary Operational Excellence "E" Ribbon

(Implementation Instructions)

Criteria:

The purpose of the Operational Excellence Program is to provide Coast Guard Auxiliary boat crews with a challenging opportunity to highlight their proficiency and skills, foster teamwork and encourage fellowship among operational members.

The Operational Excellence Program is a non-compulsory method of demonstrating the level of operational excellence that may be achieved by a coxswain/crew team. The completion of the requisite series of evaluated scenarios shall be completed aboard an operational Auxiliary facility. The achievement of the award does not replace qualification or certification as referenced in the Auxiliary Boat Crew Training and Qualification Manual, COMDTINST M16794.51.

Program Guidelines:

1. The Auxiliary Operational Excellence Program "E" decal will be awarded to a team (coxswain & crew) after that team has completed several operational/SAR tasks (outlined below). All certified boat crewmembers are eligible to compete for this award. It must, however, be the same team throughout the entire testing process. The process does not need to be completed in a single session. The team and individual team members can only win the award once per calendar year.

There is no limit on how many teams may earn the award in each district/region.

2. A team shall consist only of currently certified Auxiliary coxswain and crewmembers. The number of crew shall meet the minimum number of crew as designated for the size of the operational facility (boat) as per the Operations Policy Manual, COMDTINST M16978.3 (series) and may not exceed more than one over the minimum crew size required. Currently certified coxswains may participate as a crewmember on the team.

Gil Finkelstein FSO-OP



The Coast Guard Turns 221

The Coast Guard is celebrating its 221st year this August 4th. The Coast Guard is one of America's five armed forces and traces its founding to Aug. 4, 1790, when the first Congress authorized the construction of 10 vessels to enforce tariff and trade laws, prevent smuggling, and protect the collection of federal revenue. Responsibilities added over the years included humanitarian duties such as aiding mariners in distress.

The service received its present name in 1915 when the Revenue Cutter Service merged with the U.S. Life-Saving Service to form a single maritime service dedicated to the safety of life at sea and enforcing the nation's maritime laws.

In 1946 Congress permanently transferred the Commerce Department's Bureau of Marine Inspection and Navigation to the Coast Guard, thereby placing merchant marine licensing and merchant vessel safety under their purview.

The Coast Guard adopted its trademark racing stripe design in 1967, as a result of the recommendation made to the President Kennedy in 1964 by the industrial design firm of Raymond Loewy/William Snaith, Inc.

The Coast Guard is one of the oldest organizations of the federal government and until Congress established the Navy Department in 1798 they served as the nation's only armed force afloat. The Coast Guard protected the nation throughout their long history and served proudly in every one of the nation's conflicts. Our national defense responsibilities remain one of our most important functions even today.

Since 2003 the Coast Guard has operated as part of the Department of Homeland Security, serving as the nation's front-line agency for enforcing the nation's laws at sea, protecting the marine environment and the nation's vast coastline and ports, and saving life. In times of war, or at the direction of the President, the Coast Guard serves under the Navy Department.

Coast Guard Station Atlantic City, NJ, transfers command

ATLANTIC CITY, N.J. — Coast Guard Station Atlantic City held change of command ceremony at the Station on Friday July 20th.

Lt. Cmdr. Jeffrey L. Craig transferred the duties and responsibilities of commanding officer to Lt. Commander K. Moore during the ceremony, in which Capt. Kathleen Moore, commander of Coast Guard Sector Delaware Bay, in Philadelphia, will served as presiding officer.



Lt. Commander K. Moore accepts duties and responsibilities of commanding officer of Coast Guard Station Atlantic City from Lt. Cmdr. Jeffrey L. Craig Fri., July 20.
Coast Guard photo by PO1 Nick Ameen

Upon relief of command, Craig is headed to the Arctic and Maritime Domain Awareness Branch at U.S. Northern Command in Colorado Springs, Colo.

Moore takes command of the station after serving as the military aide to commander of Coast Guard Atlantic Area and Coast Guard Defense Force East. He served as the area commander's primary assistant, who serves as the operational commander for all Coast Guard missions ranging from the Rocky Mountains to the Arabian Gulf, and spans across five Coast Guard districts and 40 states.

Station Atlantic City is crewed by 52 active duty men and women, as well as 22 enlisted reservists. The unit also draws support from five Coast Guard Auxiliary flotillas.

The crew's missions include search and rescue, law enforcement and environmental protection for approximately 250 square miles of ocean, back bays and inlets.

The unit also operates a seasonal rescue station, Station Great Egg, in nearby Ocean City, N.J. Together the units conduct about 400 search and rescue cases a year.

The change of command ceremony is a time honored naval tradition that formally acknowledges the transfer of responsibility, authority and accountability from one individual to another.

The Coast Guard is a multi-mission, maritime, military service and is part of the Department of Homeland Security. It is unique among federal agencies in that it is at all times an armed service, while also a humanitarian, regulatory, law enforcement, environmental and emergency management agency.

USEFUL INFORMATION LINKS

SHOP AUXILIARY: <http://www.shopauxiliary.com>

NATIONAL AUXILIARY E- DIRECTORY <http://www.auxedirectory.org/>

District 5 NR website <http://www.5NR.org>

USCG Auxiliary National <http://nws.cgaux.org/index.html>

Coast Guard Magazine <http://www.uscg.mil/magazine/>

Chief Director Site: http://www.cgaux.info/g_ocx/

AUXINFO: <http://www.auxinfo.uscg.gov/>

AUXeTRAINing on Line <http://www.auxetrain.org/>

Flotilla 85 Website: <http://www.uscgaux-brigantine-nj.org/>

Dept of Member Training: <http://www.cgaux.org/training/>

Uniform Distribution Center: <http://www.uscg.mil/hq/cg1/udc/>

SITREP E-Magazine (good reading) <http://www.teamcoastguard.org/>

Forms <http://forms.cgaux.org/>

Auxiliary help desk: <http://help-desk.cgaux.org/>

AUXDATA <https://www.auxinfo.uscg.gov/cognos/cgi-bin/upfcgi.exe>

To Find Auxiliary Manuals:

http://www.uscg.mil/directives/cim/16000-16999/CIM_16790_1F.pdf

"Welcome Aboard!" to its new Office Chief / Chief Director of Auxiliary (CG-BSX), Captain David Rokes, and its new Auxiliary Division Chief (CG-BSX-1), Commander Michael DaPonte.

B. Captain Rokes is a native of North Andover, Massachusetts and has been in the Coast Guard for 36 years. He spent eighteen of those years at sea on the cutters WHITE SAGE, DAUNTLESS, SORREL, MACKINAW, STURGEON BAY, MOBILE BAY, and GALLATIN. He has a Bachelor of Science degree in Business Management from the University of Central Florida and a Master of Business Administration from American Public University. His last assignment was Director of Western Rivers at the Eighth District office in New Orleans, Louisiana.

C. Commander DaPonte is a native of Warren, Rhode Island and has been in the Coast Guard for 26 years. Nearly all of Commander DaPonte's career was spent in the operations ashore community (stations, groups/sectors) as both an enlisted member and officer, where he gained a tremendous appreciation for the Auxiliary. He has a Bachelor's degree in Business Management from the University of Phoenix and a Master's degree in Emergency Management from American Military University. Commander DaPonte's last assignment was Division Chief for Contingency Planning and Force Readiness at Sector Baltimore, Maryland.

Hypothermia in the summertime? You're kidding me!

Hypothermia is not just a winter danger...it's a summertime danger, too. With air temperatures climbing well into the 80s and 90s in many parts of the country, hardly anyone gives a thought to hypothermia while cruising down a river, spending hours fishing on their favorite lake, or heading out on a day-trip to the deeper waters of the Atlantic.

But the fact is water temperatures could be well below the air temperature and an unexpected dunking as a result of a boating accident could have disastrous results...particularly if you are alone.

For example, if you are boating in Miami's Biscayne Bay in mid-July, the water temperature will be in the mid-to-high 80s...and you can spend many hours immersed before the symptoms of hypothermia set in – plenty of time for a rescue.

But if you are boating on an inland lake or river, or off the coast of Long Island or New England, it's an entirely different story. In water temperatures from 70-80 degrees, exhaustion or unconsciousness can set in within 3-12 hours; 60-70 degrees, 2-7 hours, and in water from 50-60 degrees, you could be unconscious in 1-2 hours.

Once your core body temperature drops from normal 98.6 degrees to 95 degrees, your extremities are numbed to the point of uselessness – trying to fasten the straps of a life jacket or cling to an overturned boat becomes nearly impossible. Panic and shock set in, and total disorientation can occur. Cold water robs the body of heat considerably faster than cold air.

To guard against the potential for succumbing to hypothermia as a result of a summertime boating accident, the Coast Guard Auxiliary suggests:

1. Know the weather conditions before you set out...don't leave your port or dock if the weather may turn rough.
2. File a float plan to tell your friends and family where you are going and when you plan to return.
3. Always wear a life jacket while boating.
4. If you wind up in the water, try not to panic as it can increase heat loss from your body and shorten your survival time...remain in a curled up, heat-retaining position.
5. Stick with your capsized boat and try to get as much of your body out of the water as possible.
6. Avoid consuming alcoholic beverages while boating...they allow heat to escape from the body more quickly because alcohol dilates blood vessels.

A WEEK IN THE LIFE OF A COAST GUARD RECRUIT

CAPE MAY, N.J. – Coast Guard Training Center Cape May is participating in the Coast Guard Week in the Life Campaign aimed at capturing a normal week in the life of the service with photos during its 222nd birthday week.

Training Center Cape May is the Coast Guard's only enlisted basic training center.

"We take some of the best men and women our Nation has to offer and turn them into the world's best Coast Guardsmen," said Capt. Bill Kelly, commanding officer of Training Center Cape May. "Our graduates leave physically fit, smartly disciplined and basically trained, and we wanted to share that progression with the community."

The staff begins training the recruits' lives Monday morning when the new Recruit Company begin their Culminating Event, which is a grueling test of the recruits eight weeks of training. The recruits begin with a mass casualty exercise where they were over taken with simulated fires and injuries. Then the recruits take a complex ship-to-shore exercise in the training center's pool, which requires the recruits to secure life rafts together using a variety knots and team exercises.

Recruits are pushed to their physical, mental and emotional limits to ensure they can succeed in the some of the Coast Guard's most dangerous operating environments. Incentive training, or intense physical exercise, is just one tool used to test the recruits' physical, mental and emotional state. Training center staff puts the trainees through intense physical training sessions, which required recruits to carry heavy life rafts full of gear, overhead press a shipboard towline and much more.

Shipboard fires are a enduring threat to any mariner, so every recruit learns the basics of shipboard firefighting prior to graduation. The recruits undergo extensive

A Coast Guard recruit at Training Center Cape May does pushups during incentive training. Incentive training is not only a tool for correcting misconduct and negative behavior, but it also prepares the recruits for their physical fitness assessment..

Firefighting training culminates in a realistic firefighting exercise at the training center's Fire School.



Incentive Training

CAPE MAY, N.J. Ð A Coast Guard recruit at Training Center Cape May does pushups during incentive training July 31, 2012. Incentive training is not only a tool for correcting misconduct and negative behavior, but it also prepares the recruits for their physical fitness assessment.

Remembering Those Who Serve

*I put my carry-on in the luggage compartment and sat down in my assigned seat. It was going to be a long flight. 'I'm glad I have a good book to read. Perhaps I will get a short nap,' I thought. Just before take-off, a line of soldiers came down the aisle and filled all the vacant seats, totally surrounding me. I decided to start a conversation.

'Where are you headed?' I asked the soldier seated nearest to me. 'Petawawa. We'll be there for two weeks for special training, and then we're being deployed to Afghanistan

After flying for about an hour, an announcement was made that sack lunches were available for five dollars. It would be several hours before we reached the east, and I quickly decided a lunch would help pass the time... As I reached for my wallet, I overheard a soldier ask his buddy if he planned to buy lunch. 'No, that seems like a lot of money for just a sack lunch.

Probably wouldn't be worth five bucks. I'll wait till we get to base.' His friend agreed.

I looked around at the other soldiers. None were buying lunch. I walked to the back of the plane and handed the flight attendant a fifty dollar bill. 'Take a lunch to all those soldiers.' She grabbed my arms and squeezed tightly. Her eyes wet with tears, she thanked me. 'My son was a soldier in Iraq ; it's almost like you are doing it for him.'

Picking up ten sacks, she headed up the aisle to where the soldiers were seated. She stopped at my seat and asked, 'Which do you like best - beef or chicken?' 'Chicken,' I replied, wondering why she asked. She turned and went to the front of plane, returning a minute later with a dinner plate from first class. 'This is your thanks.'

After we finished eating, I went again to the back of the plane, heading for the rest room.

A man stopped me. 'I saw what you did. I want to be part of it. Here, take this.' He handed me twenty-five dollars. Soon after I returned to my seat, I saw the Flight Captain coming down the aisle, looking at the aisle numbers as he walked, I hoped he was not looking for me, but noticed he was looking at the numbers only on my side of the plane. When he got to my row he stopped, smiled, held out his hand and said, 'I want to shake your hand.' Quickly unfastening my seatbelt I stood and took the Captain's hand. With a booming voice he said, 'I was a soldier and I was a military pilot. Once, someone bought me a lunch. It was an act of kindness I never forgot.' I was embarrassed when applause was heard from all of the passengers.

Later I walked to the front of the plane so I could stretch my legs. A man who was seated about six rows in front of me reached out his hand, wanting to shake mine. He left another twenty-five dollars in my palm.

When we landed I gathered my belongings and started to deplane. Waiting just inside the airplane door was a man who stopped me, put something in my shirt pocket, turned, and walked away without saying a word. Another twenty-five dollars!

Upon entering the terminal, I saw the soldiers gathering for their trip to the base. I walked over to them and handed them seventy-five dollars. 'It will take you some time to reach the base.

It will be about time for a sandwich.

God Bless You.'

Ten young men left that flight feeling the love and respect of their fellow travelers.

As I walked briskly to my car, I whispered a prayer for their safe return. These soldiers were giving their all for our country. I could only give them a couple of meals. It seemed so little...

A veteran is someone who, at one point in his life, wrote a blank check made payable to 'The United States of America ' for an amount of 'up to and including my life.'

USCG Cutter Vigorous



The crew of the Cape May-based, 210-foot Coast Guard Cutter Vigorous returned home Aug. 2 from a 63-day counter narcotics and migrant interdiction patrol of the Caribbean Sea.

Prior to arriving in the Caribbean, the Vigorous crew provided security and represented the Coast Guard during the Parade of Ships in Norfolk, Va., commemorating the Bicentennial of the War of 1812. It later responded to a distress call off the coast of North Carolina from a recreational dive boat and rescued two divers separated from their boat.

Upon arriving in the Coast Guard's 7th District, the Vigorous crew was first assigned to the Florida Straits to conduct migrant interdiction patrols, then later conducted a counter narcotics patrol off the southern coasts of the Dominican Republic and Puerto Rico.

Upon its departure from Puerto Rico, the Vigorous crew's mission was to patrol off the coast of Haiti in the Windward Passage. The Vigorous crew patrolled in search for migrants departing Haiti bound for the Bahamas and ultimately the United States.

This patrol highlights the Coast Guard's offshore presence and its versatility in rapidly redeploying where needed to counter multiple threats. Medium endurance cutters like the Vigorous are built for multi-week offshore patrols including operations requiring enhanced communications, and helicopter and pursuit boat operations, which provide a key capability for homeland security missions at sea.

The 43-year-old Vigorous and the other medium endurance cutters are slated for replacement by an Offshore Patrol Cutter. The new OPCs will operate more than 50 miles from land, carrying out the Coast Guard's maritime security and safety activities in support of national interests. The OPC will be an economical, multi-mission ship, providing pursuit boat and helicopter capabilities and interoperability with other military and federal partners, superior to the cutters they replace. Equipped with modern sensors, the OPC will provide the enhanced surveillance necessary to detect threats far from U.S. shores and meet the demands of the Coast Guard's homeland security, search and rescue, law enforcement and other vital missions.