



-Compass Points-

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Flotilla Quarterly Newsletter

[Vol.1, Issue 4]



10-10 patrol boat, *The Renee Carley*



Message from Flotilla Commander

My Dear Shipmates:

The Winter Months are a time to reflect on the victories of the past and anticipate future endeavors.

We served the United States Coast Guard Auxiliary in important ways this last year. We furthered our primary mission of promoting Recreational Boating Safety through numerous classes. We performed a great number of vessel safety checks. We gathered for a significant public affairs event and christened the Renee Carley at Liberty State Park, at which we also celebrated fellowship by touring the Hudson.

We anticipate expanding our service in the upcoming year and invite all to offer their time and talents to our goals.

We congratulate the upcoming Bridge, Chris Scarlata as Commander and Vera Reed as Vice Commander and commit ourselves to service under their capable command.

Semper Paratus!

By: Keith Massey

In This Issue

- [Message from FC](#)
- [Flotilla News:](#)
- [Flotilla News:](#)
- [In Memorium](#)
- [Captains Blog](#)
- [CG News: REVIEW OF 2016 CGAUX SARS](#)
- [Events](#)
- [Admiral Zukunft's Mission Statement](#)

2016 Bridge

FC	Keith Massey
VFC	Capt. Greg Szabo (Merch. Marine)
IPFC	Vera Reed

Appointed Officers

FSO-CM Sean Dunn
FSO-CS Dr. Andrew
Tashjian
FSO-DV Arlene Petronaci

FSO-FN Dr. Rick Curro
FSO-HR Keith Massey
FSO-IM Alan Albert

FSO-IS Vera Reed
FSO-MA John McDonald
FSO-MS James D'Amore

FSO-MT Capt. Greg Szabo
(USMM)
FSO-NS Lillian Negron
FSO-OP Alan Albert

FSO-PA Vera Reed
FSO-PB Alan Albert
FSO-PE Joyce Bellfield

FSO-PV OPEN
FSO-SO Chris Scarlata
FSO-SR Adriana Toma
FSO-VE James Longo

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FLOTILLA NEWS: Welcome 2017 Commanders

The Flotilla is very pleased to announce that Past Commander Chris Scarlata and Immediate Past Commander Vera Reed were nominated from the floor at the November 2016 meeting. The motion carried and we look forward to installing Mr. Scarlata as Commander, and Ms. Reed as Vice Commander for 2017. 🚢



Chris Scarlata



Vera Reed, far right.

----WELCOME HOWARD KAUFMAN-----

The Flotilla is very pleased to welcome our newest seasonal member, Howard Kaufman to the team. Howard is from the sunny Boca Raton, Florida area. Howard is a member of a flotilla in Florida where he winters, but will be attending our meetings and supporting our missions when in New Jersey. In the CGAUX since 2010, he brings a wealth of knowledge on board. He is an AX2, Instructor, First Aid and CPR qualified, and has completed his Mandatory Training. He is a regular at meetings. A warm Welcome Aboard, Shipmate! 🚢

FLOTILLA NEWS: Christening and PA Event of the Renee Carley

On June 26, 2016, the Flotilla enjoyed great weather in Liberty State Park in Jersey City for the Christening of the Flotilla first operational facility in several years, the Renee Carley, donated for use by VCDR Capt. Greg Szabo. Near the boat launch, the event featured a public affairs tent and signs, with the boat on display. The program began with our uniformed members saluting in formation to our National Anthem and the National Ensign flying on the stern of the vessel. It was followed by a patriotic and Coast Guard oriented musical arrangement. On hand was member Renee Carley, who was honored for her decades of service to the Auxiliary and Flotilla 10-10, our Commander and past Commanders, VFC Szabo who donated the boat (arrived on little sleep, after months at sea as skipper on windmill construction), members, guests, Jake Parker of 10-02 (a nearby resident), and "Coastie" the Public Affairs robot was on patrol. Following this most meaningful ceremony, and lunch, Chris Scarlata skippered the Renee Carley with groups of members around the The Statue of Liberty. Special thanks to our towing team, Vera, Keith, and Chris. 🚢

PHOTOS FROM THE CHRISTENING FELLOWSHIP, 6/26/16
Honoring Renee Carley's lifetime achievement in the CG Aux



Left to Right: Gwen Radloff, Renee Carley



Chris Scarlata and Bob Hastings prepping for the inaugural fellowship voyage



Left to Right: Steve Fonder, Renee Carley



Photo by: Alan Albert, 6/26/16, from aboard the Renee Carley



FLOTILLA NEWS: 10-10 Crew Participates in UN Security Patrol, East River, NY

Report, OCT 2016, FSO-OP, By: Alan Albert

OPS: 10-10 Members Longo, Albert, Montemurro patrolled on the Andy Mac with COX Jeff Jones (10-13) and his First Mate, Walt Doda (10-13) on UN General Assembly Weekend September 2016.

Day 2: We saw significant action patrolling around the UN and Roosevelt Island. Good Public relations occurred with talking to group of hearing impaired kayakers and their guide near Long Island City.

Certain members slept on the boat for two nights. Meals were had in the galley.


Day 3: The last day stationed North End Roosevelt Island, East River, for security zone and waterway closure. 20 plus boats were successfully diverted. BCCREW John "Jake" Parker (10-02) was on patrol day 3.

Many vessels did not return VHF hails, ignored visual hails, did not respond to our horn sounding of danger, but ultimately obeyed within loud hailer range. Meals were had during active patrol in rotating galley shifts as the traffic continued.

A CG Cutter controlled the ops and radio net and assigned us initially once we arrived on scene. NYC harbor patrol, FDNY, Navy divers, and CG fast boats were all on hand on and around East River, Battery, and Hudson River.

Spuyten Duyvil bridge was out of service and permission to extend patrol into ten hour range was granted motoring against tide to Haverstraw to RTB and terminate the three day mission. Total cost to USCG was reported as less than 200.00 in gas and oil.

Members interest in joining the boat crew program should speak with our Vice Commander, Capt. Greg Szabo.

Respectfully Submitted. 

-IN MEMORIUM-

Past Vice Flotilla Commander Robert (Bob) Andrews,
U.S. Coast Guard Auxiliary

Contribution by Arthur Montemurro.

Robert (Bob) Andrew served for many years as FSO Finance as his background was a lifetime career as a banker. Bob served as Flotilla VFC under Marty Leonard who also passed away several years ago. Bob was instrumental in transferring ownership of a member's donated vessel to Flotilla 10-10 to be used for training of boat crew and coxswain as well as conducting patrols on the Hudson River.



Flotilla 014-10-10, Official US Coast Guard Auxiliary Minutes, June, 2016

FSO-OP Alan Albert made a motion that Bob Andrews be officially commended in the following fashion:

"Resolved: Having served as a Vice Flotilla Commander and being instrumental in the acquisition of an operational facility for the Flotilla, Robert Andrews is commended by Flotilla 014-10-10 for his conspicuous service."

It was seconded by Steve Fonder. The motion passed.



His service and contribution to his Country, the U.S. Coast Guard Auxiliary, and community was, and remains, highly appreciated. Editor/FSO-PB.



Captains Blog --by Vice Commander Capt. Greg Szabo

“A yacht delivery from hell. Yacht Kala.”

It started as a normal delivery, one I was looking forward to. A nice run from Forked River, NJ, to Boston, MA, on a 54 foot Bertram that bore the name Kala. I arrived at the dock with my mate, Capt. Phil Topps, who I had worked and sailed with on numerous occasions. We stowed our gear and our provisions and set out for what we expected to be a 22 hour run to Boston. It was dawn and slightly overcast with a touch of mist in the air. Nothing we thought to be of concern to us.

We checked out the vessel, which we had never seen before, checked the engines, steering, controls, electronics, well you get the idea. The boat and everything on her were old, she was an 81 model, but in working order. We cast off the dock about an hour later, after checking out the boat, and set course for Barnegat Light to fuel up. Coming across the bay, with the sun peeking in and out from the mist, all seemed to be in working order and going to plan. We reached Barnegat Light Marina, and fueled up her 3 tanks with diesel, checked our charts one last time, and cast off. Coming out of the inlet, we set a course for Shinnecock, LI, opened her up to 20 knots and were on our way.

About 2 hours into the trip across the Atlantic and right before the Ambrose shipping lanes, a fog rolled in so thick we couldn't see 10 ft in front of the boat. We weren't too worried, being as we had our radar, and slowed down to around 8-10 knots, and were sounding our fog horn every two minutes. That was, until the radar decided that her old age had taken the best out of her, and with no warning died on us in the middle of one of the worst fogs I had seen in a long time.

Slowing down to 8 knots, sounding our horn every 2 minutes, and keeping track of our course through the GPS and charts, we weren't too worried. We had come out of the Ambrose channel, and were slowly making way for Long Island, well aware that our 22 hour trip had more than doubled by the time we would arrive in Boston.

Chugging along at 8 knots, with the fog lifting only long enough to give us the false hope of sight, and then only to take it away and come in twice as thick, this was to be our afternoon. We were now about 20 miles off the coast of Long Island, as darkness started to fall.

If you think that being in a fog in daylight is bad, try it at night sometime with no radar. It's like looking into the black screen of a turned off television set. I was now starting to realize why all the commercial vessels I ran had two radars on board. We kept up our pace, slowly progressing forward, with seas starting to build to 4 - 5 ft. We were far enough off the shipping lanes, and far enough off shore of Long Island,

that we weren't too worried of hitting another vessel. Floating debris however, was constantly on both our minds. We were just waiting for the big bang, that fortunately never happened.

Sometime around 9pm, with seas building to 10ft, our steering decided that it too had lived long enough and was going to quit on us. At this point, I'm not sure which one of us said it, but one of us said "Just another day at the office." Luckily she was a twin screw, Phil went below, locked off the rudder in a central position, and we tried to steer her by her engines. Normally this would be no big deal. Add the 10ft and building seas, the zero visibility, and now the gail warnings over the radio, and yea to say we were in a little bit of a predicament was an understatement.

At this point we were in constant contact with the Coast Guard, who were advising us to call Sea Tow, which we already had done, and who refused to come out in the conditions we were in. After notifying the CG that Sea Tow would not assist, they wanted to send out a rescue helicopter and air lift us off the vessel. I looked at Phil and told him that as the Master of this vessel I was not going anywhere, but offered to let him go if he wanted to. To which I got a reply I will never forget, "After all we have been through together, you really think I'm going to leave you out here on this floating piece of shit by yourself? You have to be kidding me. I'm not going anywhere".

Needless to say, we did not abandon the vessel. After about another three hours, and with seas building to 15 feet, the Coast Guard decided that it would be best to tow us in with one of the 47s. The 47 approached our vessel, and I went out on the deck in the 15ft swells, as Phil tried his best to keep the Kala steady so I wouldn't go overboard as I caught the heaving line from the CG and attached it to our bow cleats for a stern tow. The Coast Guard brought us in through Shinnecock inlet, and we tied up at a local marina for the night, waiting to see if we could get the repairs that we needed to finish our journey to Boston.

It took a couple of days, but the Kala was once again in working order. Or at least as working as she was going to get. The mechanic advised us that the helm was shot, but he said he fixed it to the point where it should get us to Boston. The radar was not fixable and needed replacement. So after a quick weather check, which we had a 2 day window of good weather and 1-2 ft seas, we decided to finish the trip to Boston.

Coming out of Shinnecock inlet, our steering went out again, and this time with calm seas we said screw it and steered her by engines the whole way to Boston.

We came around Long Island and into Block Island Sound, took the Sound to the Cape Cod Canal, which by the way is no picnic steering through on engines alone, and up the coast for Boston. With calm seas and unlimited visibility we had no problem making 22 knots.

A few hours later we made it into Boston Harbor, and then to the marina where a happy customer watched us back her into her new permanent slip in the Boston Harbor Marina. After going over the vessel with the owner, and one last night aboard, we caught an early morning flight to Atlantic City and ended the yacht delivery from hell.

My point in all this is, no matter who tells you the vessel is sound, (this boat was just surveyed by my broker that gets me my deliveries), no matter what the weather says it's going to be or not be, things happen out on a boat that you need to know how to handle. Luckily both Phil and myself are licensed mariners with the experience to handle these type of situations. Always get all the training you can, and learn from those who have been out there and have the experience. Don't stop at a boating safety certificate. Take a boating skills and seamanship class. Go for your Captains license. Do whatever it takes to make yourself a better boater. ⚓

The Most Recent (3) Three *Coast Guard News* Reports Involving Auxiliary SAR and Assist

Editor Note: (underlining and bold added)

Purpose: To highlight the importance of our boating operations mission, training, and the boat crew program.

Coast Guard, police, and fire crews searching for person in the water

Posted: 11 Sep 2016 12:24 PM PDT



NEW ORLEANS – The Coast Guard and local agencies are searching for a person in the water in the upper Mississippi River near St. Paul, Minnesota, Sunday.

Coast Guard Sector Upper Mississippi River received a report from a towing vessel at approximately 2:43 a.m. that a female was swimming near the 52nd Street Bridge and was unable to be recovered.

Involved in the search are:

EDITOR'S NOTE: All photos and articles were written or submitted by the Editor, unless otherwise indicated. Alan K. Albert, Editor, *Compass Points*.

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containing the email addresses,
home telephone numbers, home
addresses, except for official
business. Violations may result in
disciplinary action by the Coast
Guard and/or civilian criminal
sanctions.

- St. Paul Fire Department fire boat crew
- St. Paul Police Department
- Minnesota State Patrol
- Dakota County Sheriff's Department
- Ramsey County Sheriff's Department
- **Coast Guard Auxiliary**

Coast Guard conducts medevac near Fire Island, N.Y.

Posted: 20 Aug 2016 05:33 PM PDT

NEW YORK — A Coast Guard Fire Island rescue crew medically evacuated a woman near Fire Island Inlet, Saturday.

Coast Guard Sector Long Island Sound command center received notification at 3:14 p.m., from a 20-foot pleasure craft that reported they had an unconscious adult female aboard.

Coast Guard Station Fire Island watchstandards contacted the vessel via Channel 16 and diverted a Fire Island 29-foot Response Boat-Small boat (RB-S) from a training exercise with a **Coast Guard Auxiliary** vessel to assist.

The RB-S was on scene in less than 10 minutes and reported that the woman had regained consciousness.

The station rescue crew carefully transferred the woman aboard the RB-S and safely transported her to Capetree Marina in Long Island, N.Y., where West Islip Fire Department was waiting with emergency medical services.

Coast Guard Auxiliarists, local responders assist mariner near Lemon Island, Ore.

Posted: 07 Aug 2016 11:39 AM PDT

PORTLAND, Ore. — Coast Guard Auxiliarists assisted local responders, Saturday, after a mariner was pulled from the water, reportedly suffering from cardiac arrest.

The **Auxiliary** crew performed CPR on the 54-year-old mariner until a local fire and rescue crew relieved them and transferred him to emergency medical services waiting at the 42nd Street boat ramp.

Coast Guard Sector Columbia River watchstanders were notified by the Multnomah County Dispatch of the event at approximately 4 p.m., after the **Auxiliary** crew had finished assisting the mariner.

“The **Coast Guard Auxiliary** plays a huge part in the success of the Coast Guard’s mission of protecting mariners on the water,” said Greg Merten, a search and rescue coordinator at Coast Guard Sector Columbia River. “By taking immediate action and performing CPR, the crew greatly increased the mariner’s chances of survival so he could be transferred to EMS.”

The weather during the response was reported to be clear and favorable with light winds.

Please check the recent edition of *Over the Bow* for 014-10-20’s Bob Ewing’s story of saving a lost boater in Long Island Sound.

CALENDAR OF EVENTS

Recurring Events:

Most Thursdays, 7 – 9 pm (1900-2100 hrs): Boat Crew Training, Larkin House, Wyckoff, NJ (beginners always welcome, civilian attire. Contact: FSO-MT Greg Szabo, captain.g.szabo@gmail.com).

Most Third Wednesdays of Month, 7:30 pm to 9 pm (1930-2100 hrs): Division Meeting, American Legion, 33 W. Passaic St., Rochelle Park, NJ. Members welcome, Civilian, ODU, Trops attire usually permitted. See Division website for more uniform details, past minutes, etc. Sometimes features training, presentations, Gold side guests.

Please join us on Wednesday December 7 at 6:30PM at the Maywood Inn's Twin Door Tavern for Flotilla 10-10's Holiday Party and Change of Watch Celebration.

It will be a time of fellowship and to welcome in the Bridge for 2017!

Cost is \$38.00 per person.

Please RSVP how many from your group will attend.

You can pay at the event or mail your payment in advance to our Finance Officer:

Rick Curro
3 Powell Road
Emerson, NJ 07630

Commander Massey looking forward to seeing you all there for fellowship and a chance to reflect on past service and anticipate our future endeavors together.



Commandant's Mission Statement

Admiral Paul F. Zukunft, Commandant of the USCG states our missions as Auxiliarists as follows:

1. To promote and improve Recreational Boating Safety.
2. To provide a diverse array of specialized skills, trained crews, and capable facilities to augment the Coast Guard and enhance safety and security of our ports, waterways and coastal regions.
3. To support Coast Guard Operational, Administrative, and Logistical Requirements. 