

FLOTILLA 4-2



ROCHESTER, NY

CHARLIE NOBLE

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8

AUGUST EVENTS

- 02 August – Flotilla Meeting
- 04 August – Coast Guard Day
- 11 August – Boat Crew swim training
- 11 August – Rotary Day in Canandaigua

UPCOMING EVENTS

- 03 September – Labor Day
- 06 September – Flotilla Meeting
- 13-16 September – Fall Conference - Syracuse

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U.S. Coast Guard Auxiliary
Rochester, NY

www.uscgauxrochesterny.org

www.boatcourse.org

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Luther Sharp, Long time
Aux. Member and Friend to All

Burial at Sea



At the end of the ceremony everyone was given a flower to place in the water. Photo by Shawn Browne



Coast Guard 47, and Aux vessel 733 - Photo by: Shawn Browne

At 1300 hours, on July 22, long time member of the Coast Guard Auxiliary Luther (Lee) Sharp's ashes were dispersed into the waters of Lake Ontario, 2.5 Nautical Miles off of Chimney Bluffs, off Sodus Point.

The Coast Guard 47' Motor Lifeboat with family members aboard led a procession accompanied by six other vessels, in "V" formation, from AUXOP Station Sodus Point to the burial site. Four of these boats were from Flotilla 42.

The ceremony included prayers by Pastor Joe Jung and bagpipes played by Dave Linder. There was an AUX AIR fly over by Bob Frantangelo. At the end of the ceremony everyone who attended placed a flower in the water.

Members from all four flotillas in Division 4 came to honor Lee Sharp. This is a wonderful demonstration of the fellowship, camaraderie and support that the Auxiliary provides. It was a beautiful, sunny day with fair winds and following seas. These were perfect conditions for Lee's final good-bye.



FC - 44 Dave Linder playing the bag pipes – Photo by Shawn Browne

Patti Brody, 42 SR

COMMANDER'S CORNER

Summertime Reading

August is a good month for summer time reading.

I am exploring the origins on the American Navy beginning with the American Revolution through 1815.

I recently ordered the following books on this subject:

- **George Washington's Secret Navy: How the American Revolution Went to Sea-** In 1775 General George Washington secretly armed a handful of small ships and sent them to sea against the world's mightiest navy. From the author of the critically acclaimed Benedict

Arnold's Navy, here is the story of how America's first commander-in-chief--whose previous military experience had been entirely on land--nursed the fledgling American Revolution through a season of stalemate by sending troops to sea. Mining previously overlooked sources, James L. Nelson's swiftly moving narrative shows that George Washington deliberately withheld knowledge of his tiny navy from the Continental Congress for more than two critical months, and that he did so precisely because he knew Congress would not approve.

- **Patriot Pirates: The Privateer War for Freedom and Fortune in the American Revolution**- They were legalized pirates empowered by the Continental Congress to raid and plunder, at their own considerable risk, as much enemy trade as they could successfully haul back to America's shores; they played a central role in America's struggle for independence and later turned their seafaring talents to the slave trade; embodying the conflict between enterprise and morality central to the American psyche. In *Patriot Pirates*, Robert H. Patton, grandson of the battlefield genius of World War II, writes that during America's Revolutionary War, what began in 1775 as a New England fad--converting civilian vessels to fast-sailing warships, and defying the Royal Navy's overwhelming firepower to snatch its merchant

shipping--became a massive seaborne insurgency that ravaged the British economy and helped to win America's independence. More than two thousand privately owned warships were commissioned by Congress to prey on enemy transports, seize them by force, and sell the cargoes for prize money to be divided among the privateer's officers, crewmen, and owners.

- **If By Sea: The Forging of the American Navy** -From the Revolution to the War of 1812-The American Revolution-and thus the history of the United States-began not on land but on the sea. Paul Revere began his famous midnight ride not by jumping on a horse, but by scrambling into a skiff with two other brave patriots to cross Boston Harbor to Charlestown. Revere and his companions rowed with muffled oars to avoid capture by the British warships closely guarding the harbor. As they paddled silently, Revere's neighbor was flashing two lanterns from the belfry of Old North Church, signaling patriots in Charlestown that the redcoats were crossing the Charles River in longboats. In every major Revolutionary battle thereafter the sea would play a vital, if historically neglected, role. When the American colonies took up arms against Great Britain, they were confronting the greatest sea-power of the age. And it was during the War of Independence that the American Navy was born.

But following the British naval model proved crushingly expensive, and the Founding Fathers fought viciously for decades over whether or not the fledgling republic truly needed a deep-water fleet. The debate ended only when the Federal Navy proved indispensable during the War of 1812. Drawing on decades of prodigious research, historian George C. Daughan chronicles the embattled origins of the U.S. Navy. From the bloody and gunpowder-drenched battles fought by American sailors on lakes and high seas to the fierce rhetorical combat waged by the Founders in Congress, *If By Sea* charts the course by which the Navy became a vital and celebrated American institution.

One area that is really interesting is the **Letter of Marque**.” In the days of fighting sail, a Letter of Marque and Reprisal was a government license authorizing a person (known as a privateer) to attack and capture enemy vessels and bring them before admiralty courts for condemnation and sale. Cruising for prizes with a Letter of Marque was considered an honorable calling combining patriotism and profit, in contrast to unlicensed piracy, which was universally reviled”¹

“Article 1 of the United States Constitution lists issuing letters of marque and reprisal in Section 8 as one of the enumerated powers of Congress, alongside the power to tax and to "declare War."

¹ [vhttp://en.wikipedia.org/wiki/Letter_of_marque](http://en.wikipedia.org/wiki/Letter_of_marque)

The issue of marque and reprisal was raised before Congress after the [September 11 attacks](#)^[30] and again on July 21, 2007, by Congressman [Ron Paul](#). The attacks were defined as acts of "air piracy" and the *Marque and Reprisal Act of 2001* was introduced, which would have granted the president the authority to use letters of marque and reprisal against the specific terrorists, instead of warring against a foreign state. The terrorists were compared to pirates in that they are difficult to fight by traditional military means.^[31] Congressman Paul on April 15, 2009, also advocated the use of letters of marque to address the issue of [Somali pirates](#) operating in the Gulf of Aden. However, the bills Congressman Paul introduced were not enacted into law."²

Chris Babcock, 42 FC



A New Experience for Members of Flotilla 42

As members of the Coast Guard Auxiliary we do many things to support the Coast Guard and the boating public. We offer boating safety classes, do vessel exams and deliver information to local marinas and businesses about navigation laws and ways to stay safe on the water. We serve as watch standers at Station Rochester, promote safe

² [vhttp://en.wikipedia.org/wiki/Letter_of_marque](http://en.wikipedia.org/wiki/Letter_of_marque)

boating in the local media, assist boaters with on-the-water operations and maintain a web site with safe boating information. Now we can add yet another activity to the list of services we provide.

Last month four members from Flotilla 42 - Linda Taylor, Bob Drost, Patti Brody and I along with Dave Linder, from Flotilla 44, traveled to Sector Buffalo to be trained by the Coast Guard to respond in the event of an oil spill in our local waterways.

We are all familiar with the enormous spill that occurred when a BP oil well exploded in the Gulf of Mexico. The damage to the environment, the economy and the drama surrounding the clean-up was the lead story on the nightly news for months.

Could anything of that magnitude happen here? Probably not, but spills can and do happen and when they do they can cause considerable environmental damage. Spills can be caused by accidents like a boat sinking, an airplane crashing, or leakage from a marina or industrial complex. Rapid response to contain the spill is important.

During our training, which took place on the Niagara River, we learned how to deploy and anchor a containment boom. We joined Auxiliary members from the Buffalo area who used two of their boats and a jet ski for the exercise. The designated “work boat” passed a line to the Jet Ski operator who brought the line to shore. The boom was attached and dragged out into the water. This was not easy to do. At times, during the evolution, there was 500 feet of line lying on the deck of the “work boat.” The second vessel, involved in the exercise was

designated the “safety boat.” It was the responsibility of the crew on that vessel to monitor the area and to warn any passing boaters to stay clear so they wouldn’t get caught in the containment boom or any submerged line.

During our debriefing we reviewed what worked and what we could do better next time. It was agreed that the evolution went well and we were happy that there were no mishaps.

Marine safety is very important. Our training will continue. Sometime in the coming weeks Coast Guard personnel from Sector Buffalo will be coming to Rochester. We will practice deploying oil slick apparatus using our local facilities for a platform. I hope you enjoy looking at the photos of our training, taken by Eugene Pierce, from Flotilla 33.

This training proves once again there is always something new to learn in the Coast Guard Auxiliary.

The photographer of the following pictures, of the oil spill containment training exercise, is Eugene Pierce, from Flotilla 33.





Bob Brody, 42 VFC

STAFF OFFICERS MESSAGES

In Honor of the 100th Anniversary of the “War of 1812” I decided to resubmit an article I did years ago of the only buoy in the nations Aid to Navigation system that does not conform to the all red or all green colors, but is red, white and blue.

Did you know?

There is a Red, White and Blue buoy, in the nations buoy system and it’s near the Key Bridge in Baltimore Maryland. The buoy marks the spot where the ship carrying Francis Scott Key anchored during the bombardment of Fort McHenry in the War of 1812, and commemorates the spot where Francis Scott Key wrote the word to the national anthem.

The Coast Guard Cutter James Rankin, a 175-foot buoy tender its home port is Baltimore, Maryland set the historic Francis Scott Key buoy in the Patapsco River near the Francis Scott Key Bridge.

The buoy marks the spot where the ship carrying Francis Scott Key, author of “The Star-Spangled Banner”, was anchored during the bombardment of Fort McHenry during the War of 1812. Each year the buoy is set in the spring marking the historic location of the event and removed in the fall.

The Baltimore Historical Society along with park rangers form Fort McHenry joined the crew of the Cutter Rankin. The Society and Rangers

were wearing uniforms of that period and provided a narrative of events that occurred that historical day.

The occasion began in 1914, commemorating the 100th anniversary of the writing of our nation's anthem. However, the buoy did not become seasonal until 1972 when the Coast Guard Cutter White Pine placed where it now goes every year. A ceremony is held on the Coast Guard Cutter James Rankin, the national anthem is played and the Fort McHenry Guard issues a gun salute. The buoy has white stars in blue back ground on the cone section. It is taken out of the water at the end of the boating season to protect it from ice damage and is refurbished for the next season.

The buoy is listed in the Light List Volume I Atlantic Coast 2012 on page79: NO 8245.

Name: Francis Scott Key Memorial Buoy

Position: 39°13' 27.288"N, 076°31'42.667"W

Structure: Nun with red and white stripes with blue bank and white stars topmost

Remarks: Maintained from June 1 to Nov. 1 to commemorate the writing of the Star Spangle Banner.

And is charted on Chart No. 12281: "Baltimore Harbor" Edition 52.

Picture and, NOAA Chart enclosed.



BALTIMORE - The Coast Guard Cutter James Rankin, a 175-foot buoy tender homeported in Baltimore, lifts the Francis Scott Key buoy off the deck in order to lower it to its location in the Patapsco River, May 24, 2010.