

THE COMPASS ROSE

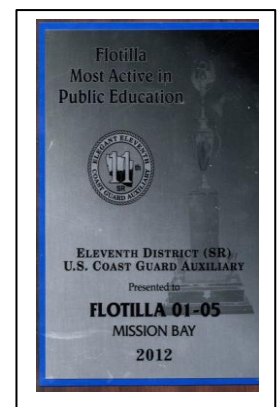
USCG AUX Flotilla 1-5, Mission Bay, California

Newsletter Volume 1 Issue 3, May 2013

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From Commander, Paul Stein

Looking back over the last 3 months, our flotilla in on track for another successful year. I am very enthusiastic (and proud) about the work Flotilla 1-5 will be doing in the months ahead. Our Public Education and Vessel Safety Programs are on path to another banner year, thanks to our dedicated FSOs and Auxiliarists who contribute their time and effort in what we do best, Vessel Examinations & Public Education (Flotilla Most Active in Public Education award presented at COW, Feb,2013). I see some bright spots ahead of us regarding the training our active members are pursuing and the possibility that we may be having a more active flotilla out on the water in the near future. When training classes open, I will keep you informed so that you can advance your boating, seamanship skills and qualifications. All this information is available on the Division and Flotilla Websites, but these opportunities can be overlooked. I do have some concerns about the lack of attendance at our monthly flotilla meetings. If you want a say in what our flotilla can do, this is where the ball starts rolling. I am pleased to announce that since the beginning of the year we have enrolled 3 new members. I have asked each to provide a brief biosketch that will appear in this issue of the Compass Rose. These new auxiliarists are eager to volunteer their time for the USCG AUX, it will be our duty to get them integrated into the functioning's of our flotilla and what goals they can realistically meet during their first year as auxiliarists. Our new mentor program is one way to meet this objective. Three big events are planned for us in the months ahead, we have Safe Boating Week, Stand Down and NACON coming to San Diego. Let's put our heads together to see if we can contribute in those activities and get some recognition for our flotilla at the division and boating community levels.



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Our Vice-Commander, Ed Samsen.



It appears that I know something about a multitude of subjects. Why and how? I have always been a reader mostly history and non-fiction. I have interests in many fields including but not limited to woodworking, photography, toy train collecting, vintage radios, computers, home renovation and a host of other interests.

My educational background includes both private and parochial schools in Bay Ridge, Brooklyn, NY . For college, I started out as an engineering major at Brooklyn Poly then known as Polytechnic Institute of NY. I ended up transferring to Pace University NYC campus and ended up with a BBA. After a few years of department store retailing, I got into the optical field working for an optical chain while working toward an AAS degree in Ophthalmic Dispensing. I am a licensed dispensing optician in both NY and California. While still a student, I began teaching lab courses in eyeglass fabrication. Eventually I ended up teaching in my profession for 12+ years on both coasts. Today, optical retailing is not what it once was. I went back to school and got a masters degree in education. Currently I am substitute teaching in 5 districts in most subject areas. I volunteered aboard the USS Midway for over 4 years and 1200 hours 96% in overnight education and currently volunteer aboard USS Iowa as time permits. I got involved with the Midway because my younger sister brought a school group down from China Lake NAWS for a field trip. My knowledge of history used to get me in trouble in 7th and 8th grade now it is an asset.

My maternal grandfather taught me the basics of home repair and renovation from an early age. He was a bit of a taskmaster; there were two ways of doing things. . . . His way and the wrong way. He also gave me an interest in the sea; His two uncles were both lost as part of the crew of the “Mary Celeste” one of the famous mysteries of the sea.

As far as hobbies go, I have always had an interest in trains. I collect mostly pre-WWII Lionel and American Flyer O gauge trains. I am currently in my 3rd year as president of the All Gauge Toy Train Association headquartered here in San Diego. I got “Shanghaied” into running for president by a friend of mine who backed out of running last minute. Website www.AGTTA.com Photography dates back to high school including darkroom work. I have made the transition to digital. Don’t be afraid to ask. Many of you know about my pen making. I am very much self-taught. I turn acrylics on a metalworking lathe and wood on a woodworker’s lathe. Most often I make them for gifts or donations to fundraisers. My first 2 Blue and Gold sets were made for a Midway Volunteer’s Dinner as door prizes. Two wood sets were part of a flotilla fundraiser. Even the President of the Midway Museum has a “Navy Blue & Gold” set.

How did I get into the auxiliary? I was recruited by our flotillas most productive recruiter, Robert Johnson. I was having fits and conniptions completing my OJT aboard Midway after my mother’s passing, graduate school, student teaching and occasional trips with my sister’s family. I was about to toss my “Docent’s Manual”, Docent Shirt” and a certain Cdr. Blackshoe off the port horn. Robert recruited me to join the overnight program where I met half of the flotilla. From there I joined the flotilla as well. . . .I found people who appreciated me for who I am and what I did. Immediately upon joining, I was made FSO-SR and did half of a year as FSO-PA. From there I built my qualifications from both classes taught by our flotilla but also online classes. I ran for VFC when Darren Kassai was called back to active duty in the Navy. I would not let Paul run unopposed. An election needs to be an election NOT a “rubber stamp” so I took the APC exam. I have been serving in the office of VFC ever since. Last August, I got my amateur radio license KJ6ZML. Currently I am working on my Auxcom and awaiting results on my AuxSeamanship course.

You will see me active as a member of the “Color Guard”, Vessel Examiner, RBS Visitor and as an Instructor.

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"Heads-Up" From Flotilla 1-5 Public Education Officer

US Coast Guard Auxiliary, Flotilla 1-5 has been quite busy performing Vessel Safety Checks and at each marina a table is set up with a variety of pamphlets and brochures to provide the latest safe boating information for the marina boaters as well as communicate the role of the USCG-AUX. These marina visits are a valuable tool for public education. Flotilla 1-5 has also completed Public Education classes at La Mesa, Chula Vista and Spring Valley Community Centers to a combined attendance of 143 students ranging from pre-school thru 8th grade. Nineteen adults were also in attendance. Topics were "Saving Inky, The Trash Troll, Adopt A Beach, and After The Storm". With a young school age audience, we hand out coloring books which also brings home the message regarding marine pollution to the kids. The class at "Sea World Hubbs Conference Center" had 5 adults attend. Probably we need to encourage marina managers to better inform their boaters when we plan these public education safe boating events as the topics can may save lives on the water in an emergency situation. The topics presented included "Digital Selective Calling, Almost A perfect Day and Distress Flares". Classes for the months of May and June have not yet been scheduled but a busy schedule is predicted before the very popular summer boating season begins on Mission Bay. We have 2 July classes scheduled in the Solana Beach area on the 16th and again on the 30th, at the Fletcher Cove Community Center (133 Pacific Ave).

September 7th will find our instructors and vessel examiners attending a booth at the La Mesa Environmental Festival.

Vernon Torres, FSO-PE



PE Class, Nan Coutts Cottage
La Mesa "Inky the Whale"



PE Event: Chula Vista
"Inky the Whale"

Our New Members



Randy Seefeldt. Married to wife Susan, for 35 years; 5 grown children, 8 grandchildren Consult for Rotary Int, day care of 2 grandkids and Boy Scout leader Live in East San Diego County, San Carlos, San Diego, CA Presently active with Boy Scouts, American Legion, VFW, USS Midway Museum, Rotary. 1990-2010 R & S Meeting Management, Inc

Owner/Meeting Planner/Meeting & Convention Services; 20 years; Retired 2010 1972-2002 US Government Federal Civil Service, Department of Defense; 32 years; Retired 2002. 1967-1971 US Navy; VF-143, Aviation, F4 squadron. Originally from Wisconsin



Takeru Tajiri was born and raised in Raleigh, NC and graduated from the University of Rochester, NY with a bachelor of arts in political science. He arrived in San Diego, CA after receiving a commission as an officer in the United States Navy and currently serves as a first lieutenant aboard the amphibious dock landing ship USS Pearl Harbor. Takeru's interests include archery, electronics, and military history. He decided to join the USCG-AUX for fellowship and for additional practical experience in all aspects of his profession.



Mike Denigan. I'm an 18 year old Criminal Justice student at Point Loma Nazarene University, and I'm in ROTC to become an officer for the U.S. Army/California National Guard. I've always been avidly interested in the sea, and nautical experiences in general, so when I heard about the US Coast Guard Auxiliary I jumped at the bit to join. So far, I've been very

impressed with this organization and I look forward to continuing to support the Coast Guard in their mission!



Ed Holler: Retired January 2013 after 43 years of service including 2 years as an Army Officer and 41 years as an electrical engineer for the Navy. Ed has worked in research and development of military systems as an electrical engineer, computer programmer, principal investigator, science advisor, program manager, and division head. Volunteer activities include past president of the Scripps Ranch Community Emergency Response Team (SRCERT), member of the of Amateur Radio Emergency Service (ARES) , Harbor Island Yacht Club and San Diego Anglers Club. My hobbies include boating, fishing, sailing, swimming, and surfing. Married and has 4 grandchildren .



Kevin Sheker. My name is Kevin and I was born in San Diego, graduated from SD Community College (GED, 1984) and then attended the American Business College Technical Trade School, study for a career in construction. I have been in the construction field for over 20 yrs. Interested in becoming "Boatcrew" qualified and learning seamanship in the USCG-Auxiliary



Thomas Paine. I was born, raised, and have never left California. Most of my youth was spent in the Bay Area where I learned to sail and love boating. I earned a B.S. in San Francisco and then we moved to San Diego. We lived aboard a sailboat for about 1-1/2 years on Harbor Island until we started feeling cramped by the tight spaces. I was fortunate enough to start a technical career with Xerox, held several positions, traveled some, and earned 2 A.S. degrees, another B.S., and 2 M.S. degrees before accepting an early retirement. Next I earned a teaching credential and started my second career: teaching Computer Science and Information Systems at a Community College. I retired again in 2011, still own a couple of boats and volunteer with the Midway Museum and the Coast Guard Auxiliary.



How Safe are Scandinavian Ferry Boats?

You're all packed up for your Scandinavian tour, enjoying Copenhagen. Next stop is Oslo, Norway. You're not flying over, but rather taking the overnight ferry boat, so the tour company can save on hotel costs. You are impressed with the Smorgasbord for dinner, but wonder when the safety drill will begin. When you get to settle down in your cabin, you discover you have no life jacket. You ask the steward thinking your room was an oversight. He informs you that all life jackets are on Deck B. You are on Deck E. You decide to check out Deck B and bring a safety jacket back to your cabin.

Upon reaching Deck B, which is getting dark as the sunsets, you again ask another steward where are the safety jackets. He replies that they are in the bins to the aft of the ship. You go down to the bins which are now in total darkness. You use your flashlight to discover that the bins are locked with plastic ties. You ask why the safety jackets are locked away from the passengers. You are informed so the passengers won't steal them. Hmmm! So the rest of the night you sleep in your street clothes, in case there is any emergency, you can quickly get to Deck B, and then get your life jacket and into one of the life boats.

When you survive the night, you mention to the tour director about the life jackets being locked up. He makes a joke about hoping I slept well. I was less than amused. This same situation occurred on the ferry trip from Stockholm to Helsinki, and from Helsinki to Tallinn, Estonia. The life jackets were also locked up on the ferry through the Fjords.

It can only be assumed from this writer's numerous experiences that this is standard practice for all the ferry boats in Scandinavia.

Kathleen Slayton





Hurricane Sandy, A Personal Account: Kathleen Slayton

The Storm's Capricious Nature

Monday, October 29, 2012 is a day that no one in New Jersey will easily forget. It is the day that Hurricane Sandy hit the New Jersey Shore. While hurricanes come up the coast seldom does one hit with such a wallop. I had the good fortune of being in Princeton when it struck.

Local communities in Central Jersey were spared the catastrophic destruction of the shore.

Although downgraded from a hurricane, Sandy hit the New Jersey shore with a life threatening cyclone with sustained winds of 80 mph, and gusts of 92 to over 100 mph.

President Barack Obama declared New Jersey and parts of New York major disaster areas.

In Princeton, where I was staying, a 61-year-old man was killed by a falling tree as he was sweeping his driveway. He decided to clean off his driveway in the middle of the cyclone. There were no other serious injuries or deaths in central Jersey.

Sandy was fickle in what she chose to uproot and destroy. The street I was on, there wasn't any downed trees or wires ... only branches, sticks and leaves. On the next street over almost every house had some sort of damage. Trees were on houses, garages, power lines, and blocking roads. This street had previously provided access to the back road (River Road). We used to take it to the local grocery store. What wasn't flooded on River Road was barricaded by a tree that was over three feet in diameter.

The Hurricane's Damage

Once the storm hit, all one could wisely do is hunker down inside one's house, and hope the power came back soon. The power outage was caused by the trees falling on the power wires. One didn't measure the outage in hours, but rather in days. Those closer to the shore measured in weeks, and those at the shore measured in months. We were some of the lucky ones ... we only had no power for four days. A friend who lived in Mantoloking, NJ is still living with her daughter as her house gets put back together and placed back on its foundation. Mantoloking is located on one of the barrier islands that protect the Jersey Shore. It is where the ocean breached through the island, making a new inlet, and destroying Route #35.

Governor Christi kept telling people, "If you think it's stupid, it probably is. So don't do anything stupid. I'm not going to risk the lives of my rescue workers so save you"!.



Preparing for a hurricane is second nature to those who live in states bordering the Atlantic coast. Most of us know to have on stock, batteries, a battery operated radio, and battery operated lanterns (Candles are a No-no!). A few days ahead of time we go to the grocery store for bread, peanut butter, jelly, zip lock gallon sized bags, milk, water and cold-cuts. We also gas up the car because the gas pumps are run by electricity. In addition we fill up the zip lock bags with water and freeze them so that they will keep food frozen and milk cool.

For the second time in two years, Halloween was rescheduled for Saturday, November 3rd. Princeton University, the largest employer of the region, was closed for the week along with all the schools in the state. School buses could not get through the roads covered with fallen trees and branches. There were expressed concerns about the presidential elections, but Princeton University opened the doors of Jadwin Gym and assisted the community with their elections. One could park in their stadium parking lot, use their shuttle buses and vote.

The Coast Guard and the Auxiliary are still managing the cleanup of the waterways ... particularly in the Raritan River basin where there was illegal dumping of solid wastes. The Coast Guard Station Sandy Hook was badly hit. When the Coast Guard crews finally returned to the facility, they found damage familiar to what the civilians were experiencing along the coasts of New Jersey and New York. Buildings and homes were flooded by the storm surge. Waterside structures were wrenched out of place, and protective dunes swept away.

To date there are 36,000 families that are displaced. Roads and bridges need to be built in order to get to the houses on the shore at Manaloking. A great deal of work stands between the Jersey Coast Guard and their job of protecting American Citizens. In spite of all the challenges they face, they are back on the job.



Some of the storm damage in Princeton, NJ
(Times of Trenton, photos by Jenna Pizzi and Michael Mancuso, Oct 30, 2012)

"Doing What We Do Best"



TCO Training at Maritime Institute Aquatic Center



VE "Blitz" at San Diego Youth



VE & Dockwalker Program at Bay Club Marina

May Member Anniversaries

Peter Marto 6 May 2003

Jesse Muniz 11 May 2006

Ken Morrison 11 May 2006

May and June Events

18 May 1000- 1430 VE San Diego Youth Aquatic Center, Fiesta Island

19 May 1400-1700 PE Noonan Family Swim School Water Safety Day, Rancho Bernardo

23 May 1000-1200 PA/PV Present Certificates Recognition: For our Marina Partners

1 June 1000-1400 VE Hyatt Marina Mission Bay

3 June 1900-2100 Flotilla Meeting Marina Village Bldg E

8 June 1000-1400 VE Cabrillo Isle Marina

15 June 1000-1400 VE Seaforth Marina Quivira Way

29 June 1000-1400 VE Dana Marina (Mission Bay) and Kona Kai Marina (Shelter Island)

Flotilla Web Site: 1140105.wow.uscgaux.info

**Meetings 1st Monday of Month at Marina Village Convention
Center-Marina**

Perspective Members Always Welcome

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Coast Guard Cutter "Eagle"



On 15 May 1946 the Coast Guard sail training barque Eagle ex Horst Wessel was commissioned in Bremerhaven, Germany after a 3 1/2 month refit. Her first commanding officer in USCG service was Cdr. Gordon McGowan. Soon after commissioning, the Eagle made the Atlantic crossing by way of Madeira in the Canary Islands, Bermuda and eventually New York City after having a run in with a hurricane in June of 1946 eventually being home ported at the USCG Academy New London, CT.