

HELLO ALL STATIONS

Issue 3

<http://f105S2301.org>

Flotilla 05S - 23 - 01

Annapolis, MD

May - June 2009

<http://AnnapolisCGAux.org>

ACTION SHOT



Training never stops. Walt Discenza (FSO-CS) mentoring Lenny Butler (FSO-MA) during a marina patrol in the Severn River on 6 June 2009. The patrol, also crewed by Ben Copley (FSO-VE) and Braulio Mercader (FSO-PB) took notice of an abandoned vessel. ❖

"MOST DOUGS ON THE SAME FACILITY" CHALLENGE

Hello All Stations initiates the "Most Dougs on the Same Facility" challenge. To qualify, the Dougs must be currently qualified and the patrol must be on orders. Winners will appear in the front page of the next *Hello All Stations*. ❖



This issue's Dougs, from left to right are: Doug Robinson (F23-01/FSO-NS), Doug Everstine (F22-05) and Doug Norton (F23-01).

TAKING CARE OF GUARDIANS

Mrs. Kathy Martin, the store manager of West Marine, Pasadena, Md., and spouse of our fellow Auxiliary Ed Martin (FSO-MT), was recently recognized by the USCG for her selfless dedication and appreciation to its men and women. In its 2 June 2009 Press Release, the USCG praised Mrs. Martin's for providing delicious baked goods and other items to units in Baltimore, Md., as well as overseas. Such contributions are a real force multiplier for the hard-working Guardians, especially for those far from home performing the USCG mission.

Congratulations, Kathy! ❖



Kathy Martin, the store manager of West Marine, Pasadena, Md., brings baked goods to Lt. Wayne B. Wallace, the commanding officer of the Coast Guard Cutter James Rankin, for him and his crew Monday, May 18, 2009. Martin supports the Rankin and the Coast Guard Cutter Sledge by bringing them baked goods weekly. (Coast Guard photo/Petty Officer 3rd Class Brandyn Hill)



BLUE ANGELS 2009 AND LESSONS LEARNED

By Jim Farrell, FSO-OP

Wendy Kravit, FC, was already preparing *Hannah Joy* at a dock in Eastport when I arrived at 0745. This was the second day of the Blue Angels patrol. On Wednesday, May 20th Annapolis harbor was quiet without much traffic. We both knew that would soon change. Today the Blue Angels would perform as part of the Naval Academy's commencement week. As we motored out of SPA creek, more Auxiliary facilities were taking their stations. When all arrived, 16 Auxiliary boats formed a perimeter, creating a protected zone on the Severn River. Spectator boats started arriving early. This annual event attracts several hundred boaters, who all want a front row seat in the middle of the Severn. We were part of the Coast Guard's plan that included several other agencies. The Auxiliary plays a needed role keeping boats out of the zone and assisting boaters with anchoring directions. Wendy and I would spend the next six hours chasing, assisting and directing spectator boats. We took turns at the helm maneuvering around other Auxiliary boats doing the same thing. Key to this years plan was early arrival before spectator boats started to anchor. The weather cooperated, the Blue Angels provided great entertainment and the day ended with no incidents.



With the smell of diesel fumes dissipating in the air, our focus changed to another agenda. It was SAR hunting time. With several hundred boats anchored in the Severn, someone was going to need help. We envisioned so many we would need to pass out numbers. Could we really do a side tow and a stern tow at the same time? No! Each boater would need to wait their turn. At idle speed, we wandered through the maze of boats of all sizes when we spotted a strange sight. Anchored in the middle of the boats was a large flat surface barge. Located on one end was a backhoe while on the other a five piece band played loudly. The partygoers in the middle didn't seem to care the show was over. Our anticipation soon turned to disappointment as the crowd thinned out with no requests for help. We decided to head for home port on the South River.

As we approached Thomas Point Light, a broadcast on the VHF alerted us to a vessel in trouble. We could see

the black smoke from a half mile away. When we arrived one of our Blue Angel Auxiliary boats was already on scene. Thick black smoke was billowing out of both exhaust ports of a rather large motor yacht. Radio calls to the captain to shut down both motors were being ignored. Finally, a request by bullhorn to the captain and the seven person crew got his attention. This was the **first lesson learned** - described later. We offered to tow but, again, the captain resisted, preferring to call a friend. While waiting for the friend, Wendy continued the conversation with the captain and spoke the magic words, "We do not charge for towing". This became the **second lesson learned**.

The friend suddenly could not make it and they agreed to be towed to their West River marina. I should point out their boat was a very heavy 46-foot Silverton. *Hannah Joy* is a 21-foot Searay. We rigged a stern tow, said "goodbye" to our fellow Auxiliarist who were standing by and set a course for the mouth of the West River. We quickly realized how heavy this Silverton was when our tow line resembled a metal pipe - no catenary. This became the **third lesson learned**. We understood this created a risk of shock loading but decided to continue for two reasons. The seas were relatively calm and there was little boat traffic to create wakes. The tow went without incident. We filled out the forms with the aid of a very grateful captain and crew and were homeward bound. With *Hannah Joy* moored, Wendy and I suddenly felt very tired but it was a good tired. The feeling you get when you know you have done something worthwhile.

Lessons learned:

1. We suspect the use of the bullhorn warning made the crew aware of how serious this problem could become. Pressure from the crew probably influenced the captain's decision.
2. The towing companies have educated the boating public to expect significant fees for services. Blending in the "no charge" phrase early in the conversation could change the boater's attitude.
3. Towing large, heavy boats requires a longer tow rope.❖



Governor's 26th Annual Volunteer Service Awards

Edited from Press Release, Office of the Governor, MD.

Volunteers from all across the State of Maryland were recognized for outstanding service at the 26th annual Governor's Volunteer Service Awards ceremony. Secretary of Appointments Jeanne Hitchcock and Executive Director of the Governor's Office of Community Initiatives, Israel C. Patoka, presented 42 awards to honorees representing 14 Maryland counties and Baltimore City, during a mid-afternoon ceremony at the Maryland Hall for Creative Arts in Annapolis.

Amongst those recognized were the Worcester County Veterans Memorial Maintenance Crew. From its construction and dedication in 2004, the Veterans Memorial has had five or six veterans who have devoted themselves to the upkeep and maintenance of the Memorial site, as well as the raising and lowering of flags on appropriate occasions.

On a weekly, year round basis, in fair weather or foul weather, these men clean the site, pull weeds and see to general maintenance. The most important task is the proper handling of the flags when they are lowered from full staff to half staff and then back to full staff. These directives are usually issued by the President of the United States, or the Office of the Governor. To protecting and preserve flags from deterioration, all flags are taken down and replaced with storm flags whenever winds exceed 20 mile per hour. These veterans have served our country in war time and peace time and now continue to serve in their retirement. They are: Chairman John Henglein, US Navy; Al Bridgman, US Coast Guard; Jim Coyne, US Air Force; William Bowers, US Air Force; Bill Lee, US Army; and Dave Smith, US Marine Corps. ❖



MEMORIAL DAY WEEKEND CRUISE

May 23, 2009, was a special day at the Chesapeake Bay. Amongst the many Memorial Day Weekend celebrations, The John W. Brown, one of two remaining WWII era Liberty merchant ships, embarked in its "Living History Cruise" at the Bay for a unique experience. The cruise included entertainers performing historical reenactments. Personalities represented included President Franklin D. Roosevelt, General Douglas Mc. Arthur, the comedians Abbot and Costello, and sailors and soldiers. The cruise also included WWII era live music, equipment, memorial ceremony and an air show.



Liberty ships carried 2/3 of all cargo leaving the U.S. during WWII. Over 2,710 Liberty ships were built in 18 different locations. An already obsolete design at the outbreak of WWII, it was selected mainly due to the lack of need for specialized machinery and specialized workforce in their construction. This allowed their rapid construction within short notice at almost any established shipyard. Upon his approval of the Liberty ship design, President Roosevelt called it an "ugly duckling." That ugly duckling became the backbone of the American seaborne logistical system during the war. The John W. Brown was built in Baltimore and was launched on Labor Day, 1942.

The "Brown" was restored and is currently operated as a living museum by a dedicated group of volunteers who has contributed nearly 1.5 million hours of labor, raised over \$12 million dollars and obtained about \$10 million of in-kind services to bring the ship to its present state. The "Brown" is located in Baltimore, MD. ❖



NEW FLOTILLA WEBPAGES

Two new web pages have been added to the Flotilla 23-01 Website public "Members Deck" page:

- "Weather SOP's" - contains the Severe, Hot and Cold Weather Standard Operating Procedures
- "Value Added Missions" - contains information and links associated with the Marine Observation Mission (MOM), Abandoned Vessel Tracking and Weather Discrepancy Reporting missions. ❖

UPCOMING TRAINING OPPORTUNITIES

June 20 – Boat Crew Qualification Program mentors' workshop/seminar; Division 22, Berry Hall, Curtis Bay at 0900.

June 20 – NAVAID – For ATONS; Division 22, Berry Hall, Curtis Bay. Time: to be announced.

June 22 – LAMS – 5-day course at TRACEN.

June 27 – ICS 210 course at Berry Hall, Curtis Bay at 0900.❖

C-SCHOOLS NOTICE

Every C-School quota is a valued and trusted investment. The Auxiliary has been running at a 26% wasted quota rate for the last three years. These Auxiliary quotas are funded by the Coast Guard at \$1500 each. Each quota wasted by a late cancellation or no show, goes unused and creates a future funding exposure for the Auxiliary.

The Coast Guard has advised the Auxiliary training leadership that they will deduct wasted/no show quotas from future allocation funding levels. That represents a potential loss of over \$125,000 annually. We all need to be aware of this problem and be good stewards of these funds. All C-School registrations come with an individual responsibility to make sure each quota is used.

To attend a C-School, fill out a Short-Term Resident Training Request (STTR). You then route the STTR "up the chain" to the Director of Auxiliary (DIRAUX) for your District. STTRs should reach the DIRAUX no later than 60 days before the class start date.❖

DISTRESS CALL REPORT

On May 23, Wendy Kravit (FC), and 2 other fellow Auxiliaries were training on the local USCG 41' Utility Boat when they received a radio call about a boater in distress located at Fishing Creek, MD. Apparently, the distressed boat's propeller had been damaged while hitting an unknown object, possibly the sea bottom.

The boater happened to be Jim Welday (FSO-IS) on patrol with Helen Yurevitch (FSO-SR) and Tony Drago (FSO-PA) as crewmembers. The 41' dispatched to rescue them on the Bay just outside the creek. Our FC and Auxiliary Paula Smith were on hand as crew on the 41' to take Delta 4 in tow and rescue the 19-foot boat and occupants and tow them to their dock.❖

5 DEAD IN BOATING COLLISION

5 persons, died and other 7 were injured on April 12 in a violent boating accident at Ponte Vedra Beach, Florida. The 22-foot motorboat, with a maximum capacity of 12 persons and occupied by 14 individuals, mostly in their 20s, collided with the stern of a 25-foot tugboat temporarily moored at the Intracoastal Waterway. No one was aboard the barge.

Nearby residents expressed that speed and recklessness is common along the narrow stretch of water. First responders found alcohol aboard the vessel.❖

USCG SEARCH FOR CRUISE PASSENGER

The USCG searched the Gulf of Mexico for an 18-year-old from Louisiana who fell overboard on 24 May during a cruise to celebrate his high school graduation.

The USCG said Bruce O'Krepki went over the rails of the Carnival Fantasy about 150 miles southwest of Tampa and disappeared in the ocean.❖

Disclaimer Notice

As a matter of policy, Member addresses and telephone numbers are not included in any articles appearing in this publication. Telephone numbers and addresses of members are protected by the Privacy Act of 1974. Posting of this publication on the Internet is restricted to approved DHS, USCG and USCG Auxiliary Web sites and must fully comply with the provisions in the Privacy Act of 1974.

USCG LICENSING COURSES DISCOUNTED

EDITED FROM USCG DEPARTMENT OF BOATING

[HTTP://WWW.AUXBDEPT.ORG/](http://www.auxbdept.org/)

New partner, Mariners School, offers USCG Captain's License Courses in an on-line format. Mariners Learning System T is an exclusive suite of online courses that offer a great solution for students that want to earn their Captain's License, however, due to personal time constraints, need the additional flexibility online learning offers. For the 25% discount being offered to Auxiliary members, go to: <http://www.shopauxiliary.com/>. Click on Members Only and log in; then click on the Mariners Learning System logo.❖

"WEAKENED" HURRICANE SYSTEMS HARM BOATS FAR INLAND, TOO

EDITED FROM USCG DEPARTMENT OF BOATING

[HTTP://WWW.AUXBDEPT.ORG/](http://www.auxbdept.org/)

Historically, whenever a hurricane comes ashore along the Gulf or the Atlantic coast, that's where the most damage is found. But even though a tropical storm system weakens significantly as it moves over land, it will often continue to carry a significant punch over a wide area inland - possibly hundreds of miles from landfall. With the start of the 2009 hurricane season June 1, BoatUS says inland boat owners should take these storms seriously and make preparations, even though the system may no longer be classified as a hurricane.❖

DIVISION 23 PICNIC

Division 23 held a picnic at Bob and Carol Riggins house on 6 June. The occasion turned out as a great opportunity for fellowship and superb food. Our flotilla was well represented by several members, showing our presence and support.❖



BCQ PRACTICE ANYONE?



GPS track of an operational facility on practice during one of the BCQ Coxwain on the water sessions.

MARYLAND BOATING SEASON KICK OFF

Maryland kicked-off the state's boating season with a celebration held on May 30, at Sandy Point State Park. The event, sponsored jointly by the Coast Guard, the Coast Guard Auxiliary and the Maryland Natural Resources Police, featured a wide array of activities for boaters and their families. Several Flotilla 23-01 members played active roles during the event, contributing to the Coast Guard Auxiliary safety awareness and public outreach activities.❖

SOUNDINGS MAGAZINE BENEFITS AUXILIARY PE

Edited from USCG Department of Boating

[HTTP://WWW.AUXBDEPT.ORG/](http://www.auxbdept.org/)

Partner Soundings Magazine issues are packed full of articles on boating safety and seamanship. Benefits include the following:

Deeply discounted new and renewal annual Soundings subscriptions – regularly \$24.97, available to Auxiliarists at only \$13.97/year.

Free annual Soundings and Trade Only subscriptions for current FCs and PE Officers at flotilla, division, district and national levels.

Free Soundings copies for each family in your PE classes, with a PE graduate subscription discount coupon inside each magazine.

Free online and print listings for your PE classes.

Access to your own digital special Auxiliary Seamanship & Safety edition. This 80-page digital digest outlines tactics, strategies, and advice to get you, your crew, and your boat safely back to the dock after every marine outing.❖

EDITORIAL NOTE

As many of you may know, I'm in the process of moving to Germany due to my military service. However, I will continue performing my duties as your FSO-PB and will continue editing your *Hello All Stations* newsletter as usual. Due to the distance involved and since I will not be able to physically participate in our flotilla activities for some time, the success of this publication will depend more than ever before from your contributions.

I sincerely appreciate the enthusiasm and enormous assistance from all of you who contributed in making *Hello All Stations* a success. As you can see, this issue is "loaded" with great pictures and news mostly provided by our members. Keep them coming!❖

Semper Paratus,

Braulio Mercader
FSO-PB❖



CONTRIBUTORS

Wendy Kravit, FC; Walt Discenza, FSO-CS; Leonard Butler, FSO-MA; Jim Farrell, FSO-OP; Doug Robinson, FSO-NS; Ed Martin, FSO-MT; Tony Drago, FSO-PA.

Hello All Stations is a bi-monthly publication open to articles and pictures of interest for all Flotilla 23-1 members. Please forward any material to Braulio Mercader, FSO-PB, at FSO-PB@fl05s2301.org.❖

BIG BROTHER...



Big Brother (Jim Welday, FSO-CM) is watching you.

2009 FLOTILLA STAFF OFFICERS

FC	Wendy Kravit
FVC	Carl Smith
FSO-CM	Jim Welday
FSO-CS	Walt Discenza
FSO-FN	Wendy Kravit
FSO-IS	Jim Welday
FSO-MA	Leonard Butler
FSO-MS	Larry Mawn
FSO-MT	Ed Martin
FSO-NS	Doug Robinson
FSO-OP	Jim Farrell
FSO-PA	Tony Drago
FSO-PB	Braulio Mercader
FSO-PE	Wendy Kravit
FSO-PS	Larry Mawn
FSO-PV	Rod Hargraves
FSO-SR	Helen Yurevitch
FSO-VE	Ben Copley