

HELLO ALL STATIONS

Issue 5

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Flotilla 05S - 23 - 01

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ACTION SHOT



Jim Farrell (FSO-OP) out on the deck of operational facility *Tinker Toy* replacing a wiper blade in adverse weather conditions during the Great Chesapeake Bay Schooner Race weather.--Bravo Zulu, Jim!!! Photo by Caryl Weiss (FSO-PA).

COAST GUARD RODEO



A Guardian showing her first aid skills during the Sector Baltimore's Coast Guard Rodeo. In the picture, an unidentified Guardian, Jim Farrell (FSO-OP) and Walt Discenza (FSO-PS). USCGAUX Photo by Caryl Weiss (FSO-PA).

FLOTILLA COMMANDER'S CORNER

By Wendy Kravit, FC, F23-01

I think we are entitled to congratulate ourselves on an excellent performance during the 2009 boating season. We have done a superb job of maintaining our patrol schedule and contributing to the support of Station Annapolis in many ways. Our flotilla has 5 radio watchstanders putting in time at the Station- Len Klaver, Jim Welday, Jim Farrell, Doug Norton and myself. Many individuals in the flotilla have assisted in multiple public affairs programs, vessel examinations and public education.

In addition, several of our members put in many hours helping to train new crew and coxswains this spring. We have shown a commitment to assisting each other to maintain currencies. In addition, there is all the behind the scenes activities of which I hear bits and pieces, such as the assistance our members give each other "off the clock" in helping to get facilities working, solving outside problems and simply providing personal support. I can sum it up by saying that I feel truly privileged to work with such a committed and hard working group of diverse and talented individuals who come together to support each other plus doing everything that we do in support of the Coast Guard.

As the season winds down, there are still activities coming up that we will be assisting- most notably, Walt Discenza will be taking a crew out to assist in monitoring the annual "Tug of War" between Eastport and downtown Annapolis on November 7th. Hopefully, we can get enough volunteers to help staff the December 20th Public Television Fund Drive. That event would give us great visibility.

We have several new potential members interested in joining our flotilla. So come next spring, we may very well have several additional members joining the crew training program and bringing some additional skills to our flotilla.

While winter may seem like a dormant period to some, there is a lot of planning going on behind the scenes for the next boating season and if you are looking for some way to fill those empty hours- just call or send me an e-mail- I know there are ways we can put you to work!

So, congratulations on a terrific year. I wish you and your families a wonderful holiday season.

GREAT CHESAPEAKE BAY SCHOONER RACE

By Caryl Weiss, FSO-PA

Flotilla 23-01 supported the Great Chesapeake Bay Schooner Race on 15 October 2009. Operated by coxswain Walt Discenza and crewed by Len Kraver, Jim Farrell, and Caryl Weiss, the operational facility (*Tinker Toy*) endured challenging weather conditions characterized by 4-foot seas and 20-knot winds. 42 schooners participated in the annual race to raise funds for the Chesapeake Bay Foundation. ❖



Pride of Baltimore II and another sailship near Annapolis. USCGAUX photo by Caryl Weiss (FSO-PA).

COAST GUARD RODEO

By Caryl Weiss, FSO-PA

Flotilla 23-01 recently took part in Sector Baltimore's Coast Guard Rodeo at Station Annapolis, where Guardian crews from all over the Chesapeake Bay participated in events from swimming rescue to knot-tying to line tossing, all for points, a trophy, and bragging rights in the Sector.

Our flotilla played a vital role in acting as victims of a civilian boat collision with a day mark. When the Guardians boarded, they found the vessel engulfed in smoke, and some of the victims had to be found belowdecks.

Walt Discenza was suffering from hand burns and was in an unresponsive stupor. Jim Farrell was suffering from a nasty stomach wound that had parts of his intestines hanging out. Wendy Kravit suffered an injured arm. Carl Smith was the captain, and he was unconscious with a head injury and some glass in his head.



Our "injured" flotilla members ready for the event. USCGAUX photo by Caryl Weiss (FSO-PA).

We were happy to participate, but saddened that our own Station Annapolis did not win the competition (Washington did). Better luck next year and Bravo Zulu to all involved. ❖

PUBLIC AFFAIRS OPPORTUNITY

Maryland Public Television need volunteers to answer the phones during their pledge drive. To answer the call, our flotilla will need at least 8 Auxiliarists, with opportunities open to a maximum of 20 Auxiliarists. Volunteers will manage, as a group, one workshift. Available scheduled workshifts are as follows:

- Thursday, Dec. 3rd 1900-2300 (Do-Wop night)
- Saturday, Dec. 5th 1530-2000 (Andrea Bocelli)
- Saturday, Dec. 5th 1900-2300 (David Foster)
- Sunday, Dec. 20th 1600-2100 (TBD--viewer's choice, perhaps Celtic Woman or Peter, Paul & Mary)

Please contact Caryl P. Weiss (FSO-PA), F23-01, for more details. ❖

RECRUITING

Our flotilla will have a Recruiting Day activity at the Annapolis Mall on Saturday, November 14, from 1000 (setup time) until 1500 or 1600. We are seeking for a volunteer to assist in manning the recruiting booth. Interested members please contact Caryl P. Weiss (FSO-PA), F23-01. Uniform: Tropical Blue Long. ❖

OCTOBER SAFETY LINES

Edited from the M-Department's Safety Lines News
Vol. 9, October 2009

Maritime safety information - NAVTEX is an international automated medium frequency (518 kHz) direct-printing or paperless service for delivery of navigational and meteorological warnings and forecasts, as well as urgent marine safety information to ships. It was developed to provide a low-cost, simple, and automated means of receiving this information within approximately 200 nautical miles of shore.

The U.S. Coast Guard operates NAVTEX stations in the U.S. There are no user fees associated with receiving NAVTEX broadcasts. A NAVTEX receiver provides important information and is a useful radio to have on your boat.

NOAA weather radio network provides voice broadcasts of local and coastal marine forecasts on a continuous cycle.

Cellular phones are not recommended - Cellular phones generally cannot provide ship-to-ship safety communications or communications with rescue vessels. If you make a distress call on a cellular phone only the one party you call will be able to hear you and none of the boats in your immediate vicinity will know you are in trouble. Locating a cellular caller is hard to do. If you don't know precisely where you are, the Coast Guard will have difficulty finding your location on the water. Use your DSC VHF radio.

Satellite EPIRB's information - The most useful system for automated distress alerts is the 406 MHz Electronic Position Indicating Radio Beacon (EPIRB). It provides rapid alerting, identification (if properly registered), and accurate location to search and rescue authorities. The EPIRB has a built in homing beacon on 121.5 MHz. USCG aircraft have the ability to home on this signal. This is an important safety device and can be purchased or rented.❖

SPECIAL SAFETY ALERT

Edited from ANSUL / TYCO BULLETIN No. 5559
16 JULY, 2009

If you own, inspect sell or service ANSUL Marine Pressure CO2 Systems, beware that the manufacturer received isolated reports of marine high pressure carbon dioxide systems inadvertently discharging. In the reviewed cases, the manufacturer found that in some cases, an internal pressure vent on the cylinder valve may not be adequately venting pressure. Under certain conditions this may cause a cylinder in the system to actuate, which would then cause all cylinders on this specific system to actuate

has determined through internal testing that valves with the following date codes, if installed in marine applications, should be replaced: Marine High Pressure CO2 valves with date code range of 10-07 to 06-08. For more information, contact ANSUL Quality Assurance at 1-800-862-6785 and press 4 for Quality Services or call 715-735-7411 ext. 73383.

GARMIN® BLUECHART G2 AND G2 VISION V2009

USCG BOATING SAFETY DIVISION

<http://www.uscgboating.org/news/default.aspx?ArticleId=23>

Garmin, Ltd. has announced a voluntary product safety recall of the 2009 version of its marine cartography data card, BlueChart® G2 and G2 Vision. Affected data cards were sold between April 8 and June 3, 2009.

Garmin has received reports of data cards giving inaccurate depth indications in waters along the coast of Sweden and Denmark. As a result, Garmin has chosen to recall all 2009 versions of the BlueChart G2 and G2 Vision cards sold in micro SD/SD card format. Customers are advised not to use these data cards for navigation.

Affected customers will be provided with a free replacement. BlueChart or BlueChart G2 Vision v2008.5; and when the 2009 version has been corrected Garmin will make it available free of charge to those customers. For more information on the recall go to www.garmin.com/bluechartrecall.❖

BOAT COLLISION

A father and his 18-year son collided with each other while illegally racing in Mission Bay, a salt-water lagoon located in San Diego, California.

Sources indicated that the individuals were racing when the father's 25-foot and his son's 18-foot motorboat were speeding parallel to each other. The son's boat allegedly reduced speed and his father's boat ran over the back of his boat. Consequently, his already injured son lost control of the boat, crashing on the beach. The 18-year old suffered serious neck and head injuries during the accident.❖

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.

UPCOMING TRAINING OPPORTUNITIES

- November 1 and 8 – Cold Weather Training Course. November 1 session will be held at Berry Hall, USCG Yard Curtis Bay from 0900 to 1700. November 8 session will be an in-the-water training exercise. It will be held either at USCG Station Curtis Bay, or at the North Arundel Aquatic Center, located at 7888 Crain Highway South, Glen Burnie, MD 21061. Both sessions are necessary to complete the course. The class is not mandatory. However, the Sector has served notice that those who write the patrol orders for the Auxiliary will be instructed to make sure that all coxswains and crew members who go on cold-weather patrols have had appropriate training. Uniform: ODUs. Please bring pen and paper with which to take notes. POC is Tim Welsh, SO-OP, Division 22.
- November 7 – MSAM (Marine Safety Administrative and Management Specialist) at Barry Hall USCG Yard Curtis Bay – 0830-1630. Instructor: AUX Ordice Gallups. Pre-register for the class by contacting the instructor.
- November 21 – eight-hour TCT from 0830 to 1630 in the large classroom in Berry Hall, Curtis Bay. POC is Don Magni, SO-MT.
- November 21 – Fifth District (SR) Leadership Academy at the U.S. Coast Guard Training Center (TRACEN) Yorktown, VA. The session will offer courses for all officers. Suspense date for registration is 17 November 2009.
- January 2010 - AUXOPS Advance Coastal Navigation course. It will be given once a week, starting in January 2010 at Station Washington, Bolling AFB, Washington, D.C.❖

100 MPH LIFEVESTS DO NOT PROTECT WEARERS AS CLAIMED

Edited from USCG Boating Safety Circular #80

Several life preserver (PFD) manufacturers have advertised their products as “100 mile per hour lifevests.” This has led many consumers to the false conclusion that such products will protect the riders of Personal Watercraft (PWCs) from injuries in high speed crashes.

If a PFD is strength tested at 100 miles per hour (mph), the statement means only that the fasteners, e.g., snaps, buckles, etc., have supposedly been tested at 100 mph.

In one such test, the PFD is attached to a wooden frame and dropped from a helicopter at the rated speed to see if the buckles remain fastened.

The use of a “100 mile per hour lifevest” does not mean that a wearer would be less susceptible to traumatic injuries. As one expert pointed out – following a 100 mph accident, hopefully, the PFD will still be fastened around the victim’s battered, bruised and possibly dead body.❖

LIFEJACKETS

NEWS RELEASE, 3 October, 2009
<http://www.news.auxpa.org>

Wearing a lifejacket can make the difference between being rescued or being recovered.

WASHINGTON - It is not unusual for the Coast Guard and other rescuers to search for a person who ended up in the water unexpectedly. All too often the search and rescue evolves into a search and recovery because the person was not wearing a lifejacket.

It is not uncommon for boaters and/or their passengers to unexpectedly find themselves in the water without a lifejacket. Some survive and unfortunately some do not. Not wearing a lifejacket while boating, including, canoeing, kayaking and stand-up paddle-boarding is like playing “Russian Roulette.”

The chances of a non-swimmer surviving a fall overboard if not wearing a lifejacket are remote if not rescued quickly. "Not to wear a lifejacket whether you are a swimmer or not is to take an unnecessary risk, you never know when you might end up in the water", said Anthony Turner a spokesperson for the U.S. Coast Guard Auxiliary.

There many excuses for not wearing a lifejacket, such as "they are uncomfortable" or "too expensive." U.S. Coast Guard approved lifejackets range in price from as low as \$15.00 to about \$400.00 for the top of the line inflatable, although, even the most expensive lifejacket is of no value if it is not worn.

It is undisputable a lifejacket can and will save a life if properly worn, but what about preventing boating mishaps in the first place. Since most boating mishaps are caused by operator inattention, inexperience, and speeding resulting in collisions, remembering and following a few simple boating rules of the road, such as keeping a sharp lookout for other boat traffic, can help prevent collisions.❖

JACKAL STONE 09

By Braulio Mercader, FSO-PB

As part of the European Special Operations Command (SOCEUR), I was one of the many other service members participating in Jackal Stone 09, a multinational exercise held in Croatia during the month of September. Several NATO countries, including Albania, Croatia, Poland, Romania, Lithuania, and the United States, and non-NATO countries like Macedonia, Sweden, Ukraine, Macedonia, and Austria (as observer), participated in the exercise. Jackal Stone 09 was held in the region of Dalmatia bordering the Adriatic Sea. The Adriatic Sea provided magnificent training opportunities for all the



Army Chinook helicopter carrying Navy SEALs during the Jackal Stone 09 multinational exercise in Croatia. SOCEUR Public Affairs photo.

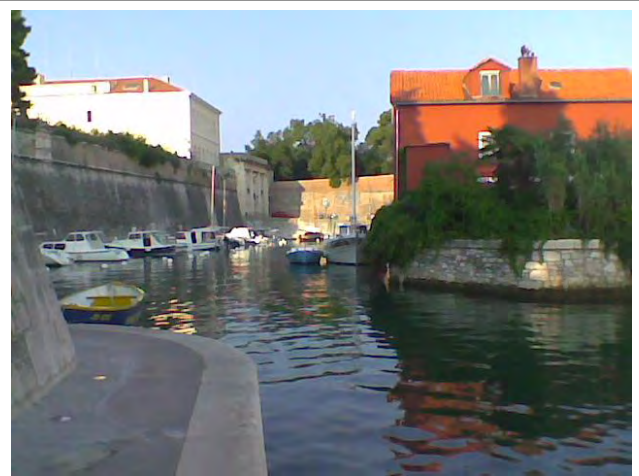
In my personal side, I had the opportunity to see the beautiful Croatian scenery and the abundant boating activity in the area. Croatia's Adriatic Coast is a preferred boating destination in the region, especially for many other Europeans. Foreign flagged recreational vessels of all types are a frequent sight all over the coast. Unspoiled natural resources are critical to Croatia's tourism growing



Pristine Adriatic Sea waters in the Croatian Coast. SOCEUR Public Affairs photo.

the local economy.

The environmental impact of conducting military operations was one of the main considerations during all phases of Jackal Stone 09. The exercise was successfully conducted without any report of environmentally adverse situations. Jackal Stone 09 was truly an example of compatibility between conducting a major military training exercise and protecting the host nation's natural resources.❖



Old harbor entrance to the ancient city of Zadar, Croatia. USCGAUX photo by Braulio Mercader (FSO-PB).

SALE OF FOREIGN-BUILT BOATS BY IMPORTERS

Edited from USCG Boating Safety Circular #81.

All recreational boats sold or offered for sale in the U.S. must bear two identical Hull Identification Numbers consisting of a USCG assigned Manufacturer Identification Code (MIC).

For example, a few years ago during several boat shows, personnel from the Recreational Boating Product Assurance Division encountered a number of foreign-built recreational boats which had Hull Identification Numbers in the required International Organization for Standardization (ISO) format. While use of the ISO Hull Identification Number is mandatory for use on all craft to be used in the European Union, and it is optional for U.S. manufacturers who export, foreign-built boats imported into the U.S. must bear Hull Identification Numbers consisting of a USCG assigned MIC.

Therefore, boats imported into the U.S. must bear Hull Identification Numbers consisting of a MIC the USCG assigned to the U.S. importer. Sale of a boat in the U.S. with an HIN consisting of the MIC another country assigned to a foreign manufacturer is prohibited.❖



4th of July fireworks at the Bay. USCGAUX photo by Caryl Weiss (FSO-PA).



CONTRIBUTORS

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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. ❖

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