

HELLO ALL STATIONS

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ACTION SHOT



Stern tow on the South River as part of a recent certification checkoff ride. In this photo: Jim Welday, FSO-CM (Coxwain), Ben Copley, FSO-VE, and John Kostak, Crew (not shown). Photograph by Auxiliarist John Kostak. ❖

BRAVO ZULU!



The Discenza family proudly announces the arrival of its newest crewmember. Arlo Todd Irving, a beautiful 8lbs 7 1/2 oz, 20 1/2 inches baby, was born at 0436 on 22 August 2009. In photograph: Walt Discenza, FSO-CS, a proud and happy grandfather with little Arlo. ❖

"TO BERMUDA AND BACK"



Auxiliarist Paula Smith with a "volunteer" flying fish that jumped into Wendy Kravit's Island Packet 37' sailboat "Eos" somewhere in the Atlantic. More about their adventure on page 2. Photograph by Wendy Kravit, FC. ❖



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TO BERMUDA AND BACK

By Wendy Kravit, FC

The trip was originally conceived of at a CG 41' boat training session at Station Annapolis. I mentioned to a friend there that I would like to sail to Bermuda in my Island Packet 37. Someone said, "Let's do it!", and the trip was born. My original crew list had myself and 3 other women Auxiliaries. However, as often happens with these types of things, 2 of my crew members could not make it. So, with only 3 weeks left before my targeted departure date, I posted a request for crew on an Island Packet discussion list and interviewed and accepted 2 new crew members, Julio and Jim. At the last minute, a friend who is also a marine mechanic agreed to come and my crew was complete. Myself, Auxiliary Paula Smith, my friend, Voy, Julio and Jim.

The departure date was June 18 and we all gathered at my dock on the Magothy River at approximately 1000. First lesson learned: have crew arrive a day early to stow their gear, otherwise, the boat will be a mess for a few days.

We departed shortly after noon with the intention of doing an overnight sail to Little Creek at Norfolk. There was, naturally, very little wind that day and what there was came from the south, so we mostly motored our way down the Bay encountering very little traffic. As we approached Little Creek the next morning, motoring and with sails down, Voy jumped in the water to take a look at the bottom of the boat. She had not been motoring as well as we anticipated and his inspection indicated that the hull could use a powerwash and the prop could use some cleaning. I contacted a marina in Little Creek and found that they could do a short haul and powerwash the bottom. As long as she was out, I discussed my Maxprop (a feathering prop) with one their yardmen who suggested I would get better performance by underpitching it a bit more. So we did, and he was right.

Once splashed, we refilled our fuel tank and the 5 5-gallon jugs I had brought along. Went back to the marina for the night and spent the evening ashore.

In the morning, we cast off our lines, motored about 20 feet from the dock and the engine quit! Voy dashed below and gave his diagnosis- water in the fuel. We happened to be drifting with the current in the direction of where we had fueled the prior morning. We dropped an anchor to allow us to swing around and gently pull up to the dock. Cleaned the fuel, and headed off again within about 2 hours time.

Second lesson learned: even when you think you are purchasing fuel from a 100% reliable source, always pump a little bit into a clean bucket or jar for inspection before filling the tank. It turns out the tanks at the fuel

depot were contaminated. So, we were finally off, leaving Norfolk and big ships behind and heading for the sea, full of anticipation. We initially tried 2 man, 4 hour shifts, but after a few days, switched to 1 man shifts. 3 hours during the day and 2 hours at night. That gave everyone some chance at sleep, although sleep wasn't easy.

We encountered thunderstorms, a 47 knot squall, followed by almost no wind and finally, on the approach to Bermuda, total downpours with 20+ knot SSE winds requiring us to motorsail 15 miles to the east of the island and tack back to St. George in 14 foot seas. The weather only finally broke once we were in the harbor. We were all soaked through but we were having a terrific time! It took us almost exactly 5 days to sail to St. George, arriving around 1:00 in the afternoon.



Radio Bermuda directs you into the harbor with excellent directions and the channels are well marked. We stopped at customs and then decided to tie up to the wall in St. George. We spent the next several days doing minor repairs in the morning and sightseeing by

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afternoon. Both Voy and Julio had to leave about 5 days before the rest of us, so they flew home from Bermuda leaving Jim, Paula and myself to enjoy a few days of pure sightseeing. It is a beautiful island. Of course, in St. George I ran into Annapolis sailors that I knew, plus we met sailors from all over the world. We had arrived at about the same time as the racers from the Marion-Bermuda race.

While I only mentioned two above, there were many lessons learned on this sail. How to best prepare the boat, how to store items, mechanical issues to handle, and many, many more. We also became much more adept at interpreting radar images, and anticipating weather. Personally, I really enjoyed navigating and solving the problems that always pop up on a voyage of this kind. It becomes a game of Mother Nature throwing things at you that you least expect at the worst possible times, and you have to figure out a solution.

The Saturday we were to depart, we refueled at St. George, stopped at customs and headed back out to sea. The trip back did not present us with quite the variety of the trip out. We had one nasty front to get through that dumped rain on us for about 24 hours, but we had anticipated it and had managed to sail north of the worst weather of the front, thereby avoiding the worst waves and wind. We saw waves up to 18 feet but winds didn't get much more than 25-30 knots.



Although we did try some fishing, the only fish we managed to land were 2 flying fish that jumped into the boat. We did see rather rare Atlantic Spotted Dolphins, along with common dolphins and a few different species of jellyfish. Watching the iridescence in our wake was one of the more fun aspects of the night watches. With a 3 man crew, we did 4 4-hour watches by day and 4 2-hour watches at night. We learned to get some sleep

when getting off watch no matter what time it was, although the afternoons usually found all of us in the cockpit exchanging stories and having lots of laughs.

We stopped again in Little Creek on the way back, and then took the lazy approach to Annapolis, stopping overnight in Deltaville and Solomons' Island before arriving in the Magothy River after one of the best sails of the trip, sailing a broad reach with the incoming tide all the way from Solomon's Island to Annapolis.

While speaking with sailors on Bermuda, we met several who were on their way to the Azores, the next natural destination east of Bermuda. I'm already starting to do my homework!❖

NAV A AND B COURSES

Flotilla 23-2 is planning to offer NAV A starting October 7 and concluding just before Christmas.

The Course Director is Greg Askew. The course will be taught at the Southern Maryland Sailing Association facility on Solomons Island each Wednesday from 1900 to 2100. As a practical matter, the class size will be limited to 10-12 students due to the space available. A few student spaces remain open and Flotilla 23-2 is looking to fill them from local (Division 23) flotillas.

Details on cost will be forwarded shortly when available. Applications will not be accepted after 11 September due to texts availability. Excess applications will be retained in the case of last-moment cancellations. NAV B will be conducted shortly afterward in 2010❖

POTENTIAL PROPELLER INJURY CONTROL DEVICES

From the USCG BOATING SAFETY DIVISION

[HTTP://WWW.USCGBOATING.ORG/ARTICLES/BOATINGVIEW.ASPX?ID=104](http://www.uscgboating.org/articles/boatingview.aspx?id=104)

In an average year, approximately 200 to 250 non-fatal injuries are reported as a result of a person being struck by the propeller and/or propulsion unit of their boat. These non-fatal injuries are life changing. Further, an additional 25 - 35 deaths are reported each year as a result of these accidents.

A variety of technologies are available that should be considered by recreational boaters when they are evaluating means for reducing the risk of propeller-related injuries while boating.

An informational brochure is available online at www.uscgboating.org to help boaters understand the risk of propeller injury, and to provide safety tips. Propeller injury avoidance material is included in boating safety courses from the U.S. Coast Guard Auxiliary, and U.S. Power Squadrons, as well as other boating organizations.❖

PERSON MISSING IN BOATING ACCIDENT

A boating accident in the State of Washington resulted in a missing 43 year-old woman. The boat operator, a 38 year-old male, was placed under arrest and later released on bail. Local authorities arrested and charged him for negligent homicide and operating a vessel while intoxicated. Initial investigation indicated that he operated the boat at over 35 mph and after consuming an undisclosed number of beers.

The investigation revealed that the 21-foot boat flipped in the air, fell back into the water and sank. It is unknown if the victim wore a Personal Flotation Device (PFD) at the time of the incident. The boat operator was not wearing a PFD.❖

LACK OF BOATER EDUCATION LINKED TO RISE IN RECREATIONAL BOATING FATALITIES

Edited from NEWS RELEASE, USCG AUXILIARY PUBLIC AFFAIRS
August 23, 2009, [HTTP://WWW.NEWS.AUXPA.ORG/](http://www.news.auxpa.org/)

WASHINGTON - The U.S. Coast Guard Auxiliary has expressed concern over statistics reporting a rise in recreational boating fatalities in a recently released publication of the 2008 boating safety statistics.

The fatality rate, a measure of the number of deaths against the number of registered recreational boats, increased from 5.3 in 2007 to 5.6 deaths per 100,000 registered recreational boats in 2008. During this time, the Coast Guard recorded 709 deaths, 3,331 injuries and approximately \$54 million dollars in damage to property, stemming from 4,789 recreational boating accidents.

Operator inattention, careless or reckless operation, no proper lookout, operator inexperience and passenger or skier behavior rank as the top five contributing factors to recreational boating accidents.

Alcohol consumption continues to be of major concern in fatal boating accidents and is listed as the leading contributing factor in 17 percent of the deaths.

Rear Adm. Kevin Cook, the Coast Guard's director of prevention policy, emphasized the importance of boating education saying, "The 2008 report shows a clear link between safety and boating education by highlighting that only 10 percent of deaths occurred on boats where the operator had received boating safety education. This statistic indicates that boaters who have taken a boating safety course are less likely to be involved in an accident. In addition, two-thirds of all fatal boating accident victims drowned; and of those, 90 percent were not wearing a life jacket. The Coast Guard urges all boaters, whether as an operator or passenger, to take a boating safety course and to always wear your life jacket." 2008 recreational boating safety statistics, are available at:

http://www.uscgboating.org/statistics/accident_stats.htm❖

DROWNING FATALITY IN WISCONSIN

A fishing outing ended in tragedy when a man in Wisconsin drowned on August 27 at the Wahnapiatae River. The 76-year old victim's powerboat was caught in the whirlpools near the river falls and both him and a young occupant fell into the water. The young individual, who was the only occupant wearing a personal flotation device, retrieved the unconscious victim to shore. Unfortunately, his CPR attempts failed to save the victim. No alcohol was involved in the incident.❖

COAST GUARD AUXILIARY RESTRUCTURES NATIONAL ORGANIZATION

Edited from NEWS RELEASE, USCG AUXILIARY PUBLIC AFFAIRS
AUGUST 29, 2009, [HTTP://WWW.NEWS.AUXPA.ORG/](http://www.news.auxpa.org/)

Chicago - Coast Guard Auxiliary National Commodore Nick Kerigan announced major changes to Coast Guard Auxiliary National Organization.

"The staff is being organized to mesh closely with Coast Guard organization to facilitate greater synergies and effectiveness as the Coast Guard moves toward implementing Modernization", Kerigan said. "This reorganization will enable the Auxiliary to meet future needs and will facilitate performance and readiness." Deputy National Commodores (Two Stars) are established for Operations, Operations Policy, Mission Support, and Force Readiness. Assistant National Commodores (One Star) will oversee Response & Prevention, RBS, Operations Policy & Resources, International Affairs, Mission Support, Chief Information Officer, Readiness Support, and Planning & Performance Support, Chief Counsel, and Strategic Analysis. Department Chiefs and Deputy Department Chiefs will now be Directors and Deputy Directors.

There are no organizational or name changes below Deputy Director.❖

CONTRIBUTORS

Wendy Kravit, FC; Walt Discenza, FSO-CS; John Kostak, Auxiliariist; Ed Martin, FSO-MT.

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.❖

AUXILIARIST HONORED



28 May 2009 – Cassis, France –Arthur Steinmeyer, Flotilla 91 and past District Captain, 1NR, is seen accepting a letter of appreciation and the “Squareriggers Certificate” from Captain J. C. Sinnett, USCG, on the deck of Barque Eagle. Auxiliaryist Steinmeyer was thanked for his service from 12 February 1998 to 28 May 2009 while attached to the USCGC Barque EAGLE (WIX 327). Photograph by PA1 Thomas McKenzie, USCG.❖

EDITORIAL NOTE

Here’s our July-August issue of *Hello All Stations*, this time edited and published overseas due to my military duties in Stuttgart, Germany. To our contributors, thank you very much for your great material and ideas.

As always, keep them coming!

Semper Paratus,

Braulio Mercader
FSO-PB
F23-01



2009 Flotilla Staff Officers

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THE EAGLE



USCG Barque Eagle under full sail in San Francisco Bay. Launched in Germany in 1936 as the *Horst Wessel*, the Eagle served as a German Navy training vessel until the end of WWII. The Eagle “joined” the USCG in 1946. The ship underwent an extensive modernization at Curtis Bay Coast Guard Yard in 1982. Photo by Bruce Bennett USCGAux.❖