

# HELLO ALL STATIONS

Issue 3 – Vol. 2  
<http://fl05S2301.org>

Flotilla 23 - 1 (5SR)  
Annapolis, MD

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<http://AnnapolisCGAux.org>

## OIL POLLUTION



NEW ORLEANS -- Some of the approximately 18,000 gallons of crude oil that has been spilled from a pipeline approximately 10 miles southeast of Venice, La., in the Delta National Wildlife Refuge, April, 6, 2010 can be seen here. Coast Guard Sector New Orleans, the Louisiana Oil Spill Coordinator's Office – Department of Public Safety and Corrections, and Chevron Pipe Line Company (CPL), have formed a Unified Command and are working to minimize the environmental impact of the spill. U.S. Coast Guard photo by Petty Officer 1st Class Jesse Kavanaugh.

## FCC PROHIBITION OF 121.5 MHZ ELTs

EDITED FROM FCC THIRD REPORT AND ORDER  
15 JUNE 2010

[http://hraunfoss.fcc.gov/edocs\\_public/attachmatch/FCC-10-103A1.pdf](http://hraunfoss.fcc.gov/edocs_public/attachmatch/FCC-10-103A1.pdf)

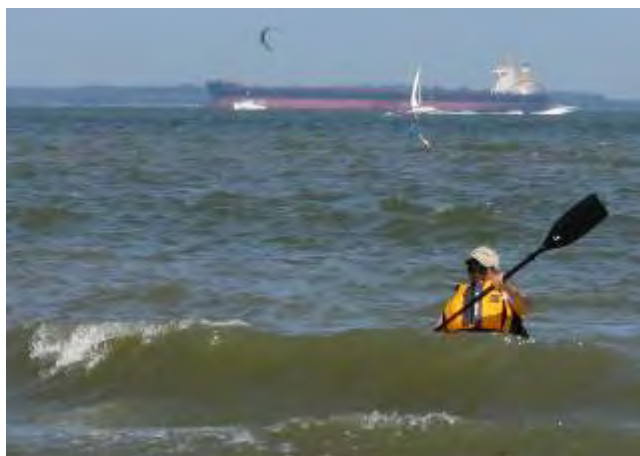
The FCC recently prohibited further certification, manufacture, importation, sale or use of 121.5 MHz emergency locator transmitters (ELT). This action is consistent with the Commission's earlier decision prohibiting the operation of Emergency Position Indicating Radio Beacons (EPIRB) on 121.5 MHz. It is also consistent with the efforts of NOAA, other federal agencies, the U.S. military, and private organizations, both domestic and international, to strongly encourage aircraft owners and pilots, training institutions, manufacturers and other aviation industry stakeholders to transition to 406.0-406.1 MHz ELTs.❖

## COXSWAIN TOWING PROCEDURE TRAINING

All coxswains in Sector Baltimore are required to complete a one-hour refresher course on Coast Guard and Auxiliary regulations concerning towing by Auxiliary patrol boats no later than 15 July 2010. The course is only open for coxswains. Upcoming course dates are as follows:

- 01 July: 1900-2000 - TISCOM - Anchorage Lounge, 7323 Telegraph Road, Alexandria, VA.
- 06 July: 1900-2000 - 140 Vista Marina Road, Chesapeake City, MD
- 10 July: 0900-1000 – Courthouse Conference Room, first floor, 205 Main Street, Prince Frederick, MD
- 11 July: 1400-1500 - Berry Hall, U.S. Coast Guard Yard, Curtis Bay, MD.
- 13 July: 1500-1600 Coast Guard Station Oxford , NOAA lab
- 18 July: 1400-1500 - Berry Hall, U.S. Coast Guard Yard, Curtis Bay, MD.
- 28 July: 1900-2000 - Berry Hall, U.S. Coast Guard Yard, Curtis Bay, MD.❖

## TAKING TIME-OFF TO RELAX



ANNAPOLIS, MD -- Caryl Weiss (FSO-PA, F23-1) takes time off from PA booths on Memorial Day weekend to get in a little kayaking aboard P/Y (paddle yacht) "Flatpick" in the Chesapeake Bay off of Bay Ridge in Annapolis. U.S. Coast Guard Auxiliary photo.

## FLEA MARKET



ANNAPOLIS, MD – Div. 5SR-23 participated in the second annual Annapolis Nautical Flea Market at the Navy-Marine Stadium on May 29 and 30. SO-PA Caryl Weiss (in picture), along with Chris Jensen (FC, F23-7) and Dale Helms (FC, F23-3), handed out cases of information, including the new Maryland state boating regulations on life jackets, as well as information on Public Education classes and Vessel Safety Exams. The Flea Market is run by the US Yacht Shows, who also run the United States Sailboat Show and United States Powerboat Show, the massive in-the-water boat shows in Annapolis every fall. U.S. Coast Guard Auxiliary photo.

## MULTI-DAY PATROL RESTRICTION

### REMINDER

Multi-day patrols are those that continue beyond the usual one-day period, in which the boat (and usually the crew) travel by water outside their usual Area of Responsibility (AOR); remain out for one, two or even more nights; and then return to their homeports.

Such patrols are prohibited within our sector except in unusual circumstances. That means that coxswains must restrict their patrols to their usual AORs.

The only exceptions to be considered will be when the Sector Response Department specifically requests that Auxiliarists conduct multi-day patrols for special exercises in which there are not enough Auxiliary boats to fulfill a mission. ❖

### 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 websites and must fully comply with the provisions in the Privacy Act of 1974.

## CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

Edited from USCG 5th District Local Notice to Mariners  
22 JUNE 2010

<http://www.uscgboating.org/news/default.aspx?ArticleId=335>

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid, but will also utilize bearings from fixed objects and aids to navigation on shore. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations.

These limitations include, but are not limited to, inherent imprecision in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance. These are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature.

The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. ❖

## COAST GUARD, OTHERS, RESCUE MAN AFTER PWC AND BOAT COLLIDE

Edited from USCG 5 District Public Affairs News Release  
25 June 2010

BALTIMORE – A Coast Guard rescue boat crew recovered an injured man from West River after his personal watercraft and a power boat collided near Shady Side at about 4:45 p.m. Friday.

A Good Samaritan contacted Coast Guard Sector Baltimore watchstanders and reported the incident. He then held the man alongside his boat until a Station Annapolis boat crew arrived to recover him a few minutes later. ❖

## LAGO DI GARDA

Article and photos by Braulio Mercader (FSO-PB), F23-01

One of the benefits of being stationed in Europe as part of the U.S. military is the accessibility to terrific travel spots, especially those involving beautiful boating destinations. A few weeks ago I took my family to Lake Garda (or Lago di Garda in Italian). The lake is located in the alpine region of Northern Italy near the cities of Verona and Milan. Lake Garda is the largest lake in Italy. With its crystal clear blue waters, ancient and beautifully kept neighboring towns, it is the idyllic image of Italy but for real.



As expected from a country full of artists, monuments are all over the place. This includes some aids to navigation (ATONS) dedicated to local mariners.



There were rental boats of almost any kind (and price!) available. However, instead of renting a power boat, I went into the water on a rented kayak and explored this almost incredible place.

The excellent Western European highway system provides easy access from and to the neighboring countries. Boats from different countries can be seen near Lake Garda, adding an international flavor to the scene. Different from what we see in the U.S., locals

generally tow their small boats with average-sized cars, mostly all-wheel-drive sedans, station wagons and compact sized SUVs. Pick-up trucks or big SUVs are a rarity in this side of the ocean.



In the boating safety side, I noticed very few boaters wearing their personal floating devices. No sort of boating license or certificate is required there from those renting boats under 18'.

The results were obvious in the open water, where some boaters did not follow the rules of the road regardless of having paddlers like me in the area. For that reason, I kept myself pretty close to shore during my kayak trips.



Lake Garda is a gorgeously unspoiled place and a dream spot for boating. However, just as with any other great boating destination, there is always room for improvement in terms of marine safety. This made me appreciate even more the great service that our Auxiliarists provide to our citizens back home.

Next weekend I'm heading to another boating destination in Europe, so more to follow!❖

## MARITIME SAFETY AND SECURITY BULLETIN 23-10 HEAVY WEATHER

Edited from USCG Sector Baltimore MSB 23-10  
27 May 2010

June 1st marks the beginning of the 2010 Atlantic hurricane season. USCG Sector Baltimore has taken steps to prepare for the 2010 hurricane season including reviewing the Sector Baltimore UPPER CHES BAY MARITIME HURRICANE CONTINGENCY PLAN which can be viewed on HOMEPORT at the following

link: <http://homeport.uscg.mil/baltimore>

Once you reach the Homeport website click on the Port Directory tab, the UPPER CHES BAY MARITIME HURRICANE CONTINGENCY PLAN can be found under Local Contingency Plans. USCG Sector Baltimore strongly encourages all port partners to review the UPPER CHES BAY MARITIME HURRICANE CONTINGENCY PLAN along with the hurricane plan for your respective organization.

According to NOAA across the entire Atlantic Basin for the six-month hurricane season which begins June 1, there is a 70 percent probability of the following ranges:

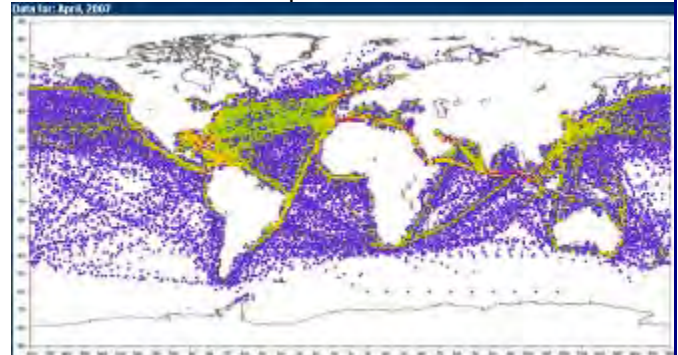
- 14 to 23 Named Storms (top winds of 39 mph or higher), including:
- 8 to 14 Hurricanes (top winds of 74 mph or higher), of which:
- 3 to 7 could be Major Hurricanes ( Category 3, 4 or 5; winds of at least 111 mph)❖



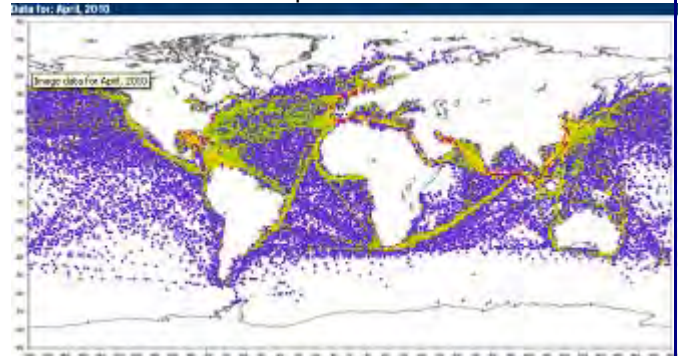
## PIRACY EFFECT ON SHIPPING ROUTES

Looking for further evidence of the effects and costs of Somali piracy? Compare the 2007 and 2010 graphics below, noting the increased traffic density around South Africa and the North Indian Ocean, and particularly notice the huge blank spot off Somalia.

April 2007



April 2010



The densities are ships that participates in AMVER (Automated Mutual-Assistance Vessel Rescue System, the U.S. Coast Guard managed worldwide reporting system (see [www.amver.com/density.asp](http://www.amver.com/density.asp)).

It is clear from this graphic that the maritime industry is making significant changes to avoid pirates. This apparent rerouting, or course, comes at a cost of longer transits and more fuel.❖

## BOATING ACCIDENTS

- IOWA: A 12-years old child was killed in a lake in Iowa by an oncoming boat after falling off a tube being towed by another boat during the Memorial Day weekend.
- PUERTO RICO: 2 adults on a raft were killed by a high-speed 19-foot Cobia motorboat last April. Their bodies were later recovered by the local authorities. The owner of the Cobia motorboat is being investigated as a run-away suspect.❖

## GUARDIAN ANGEL

By Caryl Weiss (FSO-PA), F23-1

I lost my full-time job about a year-and-a-half ago, and work part-time during tax season. It's barely enough to survive, so a catastrophic event in my life would be financially devastating.

Such was the case on March 31, when, on my way to work, I heard a horrible "pop" sound from my car. I wondered what that could be. Suddenly, there came an awful clanking sound. I pulled to the side of the on-ramp of the highway, popped the hood, and sought out the cause of the problem. I couldn't find smoke or leaking fluids, but something was horribly wrong. I was able to limp the car slowly to my mechanic's shop, about a mile away. He put it up on the lift, and my heart came up through my throat as we both watched the transmission fluid dripping from underneath. As he doesn't work on transmissions, he called a transmission specialist shop. Their mechanic confirmed my worst fears: Total destruction of the transmission!

Trying to keep my composure (mechanics REALLY hate weeping women in their shops!), I remembered that Ordice Gallups (SO-MS, F23-6) had given a talk at the 5SR-23 division meeting just a week or so before, about the Coast Guard Mutual Assistance program. Funds are available for the Coast Guard, Coast Guard Reserve, and the Coast Guard Auxiliary, either as a loan (if it can be paid back), or a grant (if it can't). I'm not one to go begging for help, but I truly was at my wits' end. I called Ordice, and he gave me the phone number of CGMA.

After a short conversation, I was instructed to download the forms, have my flotilla commander fill out one page, and call the program officer at Sector Baltimore. I called my flotilla commander, Wendy Kravit, who filled out her part of the form while we were on the phone. She called Sector Baltimore, and spoke with CWO Sean P. Fennell, who manages the program in our Sector. When Wendy called me back, she told me that CWO Fennell had said that he rarely saw vehicle repairs approved for a grant, but that I should call him when I got to work.

I faxed the forms over to his office, and gave him a call. He reiterated what Wendy had said, but told me that, as my commander had gone to bat for me, he would look the forms over and see if he could approve it. If he could, it would go to National HQ for their approval. At that point, he'd give me a call back.

I was in near panic-mode all day, but he did, indeed, return my call about five hours later, with the good news that the grant was approved. I was to have the vehicle repaired and bring him the bill, at which time, he would cut a check for the shop. During the year while unemployed, I spend my waking hours job-

hunting. Times have been bad for the past two years, but I get a great sense of self-worth in the work that I do with the Auxiliary. My friends tell me that I put in way too much time volunteering, but I believe that this is what keeps us going when the going gets rough. I certainly don't put in the mega-hours that many of my cohorts do, but there are only so many hours left in the day after hours of filling out job applications and going to interviews.

We all receive those little envelopes from Coast Guard Mutual Assistance, but how many of us leave the burden of supporting the program on the shoulders of others? I'm putting loose change in a jar; and, when it is full, I will be sending it to Mutual Assistance. It saved me from losing my little seasonal part-time job, and is helping me to get out to find another. If we all can put in at least \$25 (which many of you could write off), that would give the program at least \$875,000. I can tell you that I'll never throw that little envelope away again!

MANY, MANY THANKS to CWO Fennell (my "Guardian Angel"), Wendy Kravit, Ordice Gallups, the administrators of Mutual Assistance, and to those who have helped to financially support the program. I am forever grateful. ❖

## COMMISSIONING WEEK



ANNAPOLIS, MD – Boating activity at the Severn River shortly before the Blue Angels performance on 26 May 2010 as part of the U.S. Naval Academy Commissioning Week. Notice the large amount of vessels present in the area considering that the activity was held on a normal working weekday. U.S. Coast Guard photo.

## CONTRIBUTORS

Wendy Kravit (FC); Caryl P. Weiss (FSO-PA), Walt Discenza (FSO-CS); Jim Farrell (FSO-OP), Doug Robinson (FSO-NS), Ed Martin (FSO-MT), Wendy Norwitz, F23-01 and PO3 Barb Patton.

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.❖



ANNAPOLIS, MD – Sunken sailboat found while on patrol in Round Bay. Auxiliarist continuous contribution in finding, identifying and reporting anomalies in our sector waters are an important asset to the USCG safety mission. Photo by Caryl Weiss (FSO-PA, F23-1).

## BCQ NIGHT PATROL



Thomas Point, MD – Picture of Thomas Point Lighthouse taken during a BCQ class night patrol from Jim Farrell's (FVC) facility *Why Knot* on June 2, 2010. Photo by Wendy Norwitz, F23-01.

## 2010 FLOTILLA STAFF OFFICERS

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