

Anchor Dipper



A publication of the
U.S. Coast Guard
Auxiliary

Codorus Valley
Flotilla 19-06
August 2020

EDITOR'S NOTES

As the old song says, "the beat goes on". By that I mean there was slight relief on face to face encounters due to cCOVID-19 for VE's, etc., but little else. It appears that 2020 will be almost a total loss with cancellation D-Train, operations, training, etc. To their credit, I think the USCG is trying to keep the AUX members safe since many of us are in our "Golden Years".

For those of you who think I am finding it hard for things to write about, you are correct. It is difficult to find interesting topics. Please bear with me.

Last Flotilla Meeting

The last meeting was held online via ZOOM. Little business was conducted since CVID-19 has stopped any face to face meetings.

A new form is in process called High Risk Form and Self-Assessment Form. I can hardly wait to see what that is all about. I am still wrestling with data entry into AUX DATA 2.0.

Last Division Meeting

Again, not much activity due to the virus. Election of officers for next year is on the horizon assuming there is going to be a next year.

Upcoming Events

Next Flotilla Meeting

Mon 10AUG2020 1930 hrs. via ZOOM.

Next Division Meeting

This scheduled for 13AUG2020 and will probably be virtual although I have not heard of any details.

Bob Goley

We were saddened to hear of the passing of Bob's wife Judy after a long bout with cancer. Our condolences are extended to the Goley family.

Bob was to be with the now defunct D-Train awards for highest number of hours in 5NR for Radio Watchstander. Also mentioned for their TCO hours were Dave Shelton and Bob Whyland.

Drowning at Lake Marburg

Recently a teen boy from Baltimore drowned while swimming in the lake in the cove where the Park and Fish

Commission dock their boats. He apparently dove from a boat and never resurfaced. The Park is investigating.

Boating At Night

Boating at night presents challenges that are not present during the day. Waters that you know like the back of your hand look altogether different after dark.

There are three main objectives for boating after dark. First is don't hit anything, second is don't get hit by another boat and third don't let anyone fall overboard.

It all starts with appropriate safety gear. For communication with other boats or someone on shore, a cell phone and/or VHF radio is needed. A GPS Chart plotter is valuable especially on open waters. Landmarks clearly visible in daylight will disappear at night. Proper lighting is important as you may be forced to anchor in a channel and will need an all around light. It also advises other boaters of your whereabouts. Radar is a nice accessory although it is expensive and not practical on smaller boats. Others include a spotlight, grounding tackle, flares, binoculars and a good horn. Last but certainly not least are life jackets which should be worn by everyone. Persons in the water are very difficult to spot at night.

Helm techniques are also different. Slow down as your range of vision is severely limited. Be aware and be prepared to warn other boats. Avoid looking into bright lights and make sure your dashboard instruments have red lights in order to save your night vision. Pay attention to the weather. It is much easier to navigate on a bright moonlit night than one that is dark and overcast. Watch for approaching storms and if

possible use a smartphone to warn of undesirable weather. Boating at night can be very pleasurable if proper precautions are taken.



Preparing to patrol at Lake Marburg



Coming into the dock at Lake Marburg



Photo of power plant down river from Station Long Level