

**BOATING SAFETY**

**ADVOCATE**

**Newsletter**



FLOTILLA 3-10



CALLAO, VA



August • 2016 • Erik Amato FSO-PB



**SOME PATROL DAYS AREN'T ALWAYS BRIGHT AND SUNNY!**

Operational facility 25331 from Flotilla 3-10 with Gary Palsgrove as coxswain, tows a distressed boater in a driving rain storm out of harms way. Jack O'Neil (inset) is crew and prepares to go on deck and make ready to take the tow along side

Photos by Gary Palsgrove

# BRIDGE TALK



Joe Riley Flotilla Commander 3-10

**As the saying partly goes,  
"All work and no play...."**

Not so in Flotilla 3-10 where virtually everyone works hard and plays hard too. The 2016 picnic was a good example of we know how to play hard.

course it can't be a feasting and fellowship success without the input of members and spouses along with all the special dishes they brought and shared.

A special thanks to the four man Coast Guard team who came across the Potomac River from Station St. Inigoes to join the festivities, Walter Urban, James Bonner, Jeremy Timothy and Troy Paul. BM1 Urban celebrated his birthday at the event and was presented with a celebratory mug.

Sorry we missed it. BZ everyone!! Thanks.  
Joe and Carole

Thanks to Ed Gray for organizing and coordinating the festivities. And to Charlie Thomas for hosting the picnic yet again. Of





### WHAT WOULD YOU DO?

The marina/campground owner at your favorite launching ramp had asked you to do Vessel Safety Checks during one of his busiest weekends. The owners have many of their customers asking about boating safety and gear requirements, and they want to promote a safe, family oriented environment.

You worked hard to rearrange your schedule to enable you to be there, and you aren't disappointed. The campground owner has placed announcements indicating a Vessel Examiner would be there this weekend, and the boats are lined up at the ramp.

Everyone realizes that it will take a little time for you to inspect their boats and all are very patient. Around mid day things have quieted down and the campground owner asks you to inspect his personal boat which he keeps in the water tied next to the fuel dock. You of course are more than happy to accompany him to his boat.

As you go through the safety check you really feel lucky because the boat has a swim platform across the stern, and you can step over and easily check the vessel VIN number without hanging upside down to read it. To your dismay, you discover that several of the numbers on the registration are inverted from the numbers cast into the stern - they don't match.

### WHAT WOULD YOU DO?

Pretend to be dyslexic and ignore it or what?

The answer is elsewhere in this issue



***It's Hurricane Season - Stand Ready!***

### HAPPY BIRTHDAY

Is it funny, or ironic, that our Flotilla birthday and the Coast Guard birthday fall so close together? I wonder if our Flotilla founders planned it that way. I also wonder if anyone, way back on either of those dates, gave much thought to what would happen in the years to come or if they thought about change.



Ed Gray Flotilla Vice Commander 03-10

I would think that they just thought about what was needed, saw the opportunity and just did it. I can reflect, as most of us can, on 39 years ago. I had infant kids so anything like the Auxiliary was far from my mind. I was looking forward to school, little league and ballet. I did join the local fire/rescue but I did that more in case I needed them.

All the many members of our Flotilla, (past, present and retired) can be proud of what they accomplished, the examples they set for the next generation (us) and where we are today. What we now do sets that same example for the next generations. We come together as friends with a common goal of making the waters safer for everyone. We work, as a TEAM, on different aspects of that goal. As times and people and membership change, our goals remain very much the same. I think the original Flotilla 3-10 members 39 years ago would be proud of what we continue to do. I am also confident the membership in another 39 years will feel the same way. Happy Birthday USCG and USCG Auxiliary Flotilla 3-10. Congratulations on a job well done. Semper Paratus.

Ed Gray  
VFC 3-10



## THE BATTLE OF BRENTON BAY AND THE REST OF THE STORY!

In July of 1814, the British Navy, under the command of Rear Admiral Cockburn sailed up Potomac River and into Breton Bay and landed 1500 troops to take the town of Leonardtown (MD).

Two hundred and two years later, another battle was fought on Breton Bay. This time the invaders were the members of the Southern Maryland Boat Club and the race participants from several states and as far away as Canada.



They “sailed” into town with more than two dozen high speed race boats. The “battle” lasted two days, Saturday and Sunday July 30 and 31. It consisted of races among nine different classes of boats. The “slowest” boats were capable of speeds up to 45 knots, while the fastest class could reach speeds in excess of 130 knots.



Observing, and providing perimeter security for this latter day battle was Coast Guard Auxiliary Vessel 25331, coxswained on both days by Gary Palsgrove. On the first day of the “battle”, 25331 was crewed by Ollie Knight and Ed Gray. On the second day, the crew was Don Chamberlain. While 25331 patrolled the perimeter of the course, a Coast Guard 29' patrol boat stationed itself near the entrance to the race course area to advise all boats entering the area of the restrictions to navigation in place because of the race. In addition to the Coast Guard and Auxiliary

vessels present, there were two rescue boats, each with dive team members and four additional official boats with rescue personnel and race officials.



The first day of racing ran from 10 am until after 5 pm. There were ten races involving twenty-four race boats. Both the action and the weather was hot! There were twenty five spectator boats lining the outside of the course enjoying the races and the weather. The shore lines on both sides of the bay were lined with scores of people watching the speedboats make their high speed runs and sharp turns on the racetrack shaped course.



On Sunday a somewhat smaller crowd watched six races as the event day went from 10 am to 1 pm. There were 17 race boats participating in the final day of the two day battle. Again, scores of observers lined the shoreline and twenty-one spectator boats watched the races from the comfort of their boats.



## THE BATTLE CONTINUES AND THE REST OF THE STORY!



In the original Battle of Breton Bay, no lives were lost as the much outmanned US troops withdrew from Leonardtown before the British incursion. The British seized a small amount of arms, munitions and other military supplies. The most recent "battle" had a much happier ending as the only thing captured was the dreams and imaginations of the many young race viewers who came away from the event, loving the water, boats and speed.



**The Rest of the Story.** No Auxiliary patrol ends until you have returned to homeport and

secured your vessel. Events that followed the last race at Leonardtown bear witness to that fact. As Aux vessel 25331 left the race event in its wake and headed back across the Potomac River to refuel and return to its home dock, it became involved in a rescue operation.

Facility 25331 had just completed refueling at Coles Point Marina and left the sheltered breakwater behind when it noticed a PWC dead in the water and with only a small girl visible onboard. As we approached the boat to investigate and to render any required assistance, we observed an overweight man trying to climb back aboard the PWC, almost causing it to capsize. When we asked if they needed assistance, the clearly frightened young girl pleaded "yes, please". Her father in the water agreed and stated that he had nearly exhausted himself trying to get back up onto the PWC. We pulled the PWC alongside and brought the young girl onboard. We offered her water and reassuring words that helped her calm down. We attached a tow line to the PWC and went about trying to assist the young man up into 25331. He was greatly fatigued and had very little strength left to pull himself onboard. We dropped our ladder and after several attempts managed to get him onboard. He was also given a bottle of water and an opportunity to sit down and collect his breath, his strength and his wits.

While we were less than a half mile from shore, and in plain sight of people on the nearby beach, no one had noticed their plight. We towed them directly to the nearest shore where we were able to pull up to a dock and let them off the boat. Family members who were on the beach joined us to ensure proper care of the father and daughter and took possession of the PWC. The entire incident took less than a half hour and had a happy ending. We do wonder, however, what would have happened had we not stopped by to gas up before terminating our patrol.

Don Chamberlain FI 3-10



## IN THE BLINK OF THE EYE, 30 YEARS HAS PASSED

**D**ear Reader please forgive the boredom that this may instill, but as you know we're always looking for things that might be of interest to the membership for this ADVOCATE newsletter. In early May I passed my 30 year milestone and we needed more "filler" for this issue, so Joe Riley suggested I do a recap of what my thirty years looked like.



those few years I was active on Division 8's staff working within many staff assignments (SR, VE, PE, MT), and I was able to successfully complete the classes for AUXOP, Crew, Operator, and Coxswain. Concurrently, I was asked by Commodore Pat Roberts to take on the ADSO-VE job on District Staff.

In 2000, I was appointed DSO-VE during the difficult program transition from CME to VSC. In 2001 I was appointed to National Staff as Division Chief - VE. I stepped down from DSO-VE and DVC-VE in 2004, and was requested to accept the appointment as DSO-PV at the time that program was transitioning from MV.

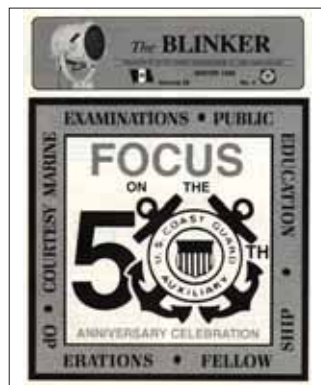
During this time frame the BLINKER was suffering and became non-existent for a short time, and the EXCOM requested that I take it over again and bring it back to life, so once again I was Blinker editor. At this juncture we changed the format to fewer pages, more frequent publishing, in color following the National SitRep format. This progressed for 7 more years and receipt of one additional National Publication award, until technology progressed and EXCOM elected to move from Print to Digital distribution for the BLINKER.



In 1986 I stumbled across Flotilla 82 in Waynesboro, VA, and being a complete "boatnut" with no water around I was hooked. I lived the first years of membership much like you did, figuring out what was going on and getting into some of the basic training programs. I initially became a VE, then instructor and later a "MI-Master Instructor" which no longer exists.

During my second year the District was searching for a new editor for District Publication "BLINKER". My work career was in printing, so I raised my hand and was appointed to District Staff as DSO-PB working for Commodore Gerard Dobrindt. I held that job for 3 years before stepping down with two National Publication Awards.

In the meantime being the only new member that Flotilla 82 had for a few years, I was "ushered" into several staff jobs and then elected VFC and Flotilla Commander. Following



## THIRTY YEARS CONTINUED

In 2009 Commodore Al DeJean requested that I accept the appointment as District Directorate Chief-Logistics on District Staff. I worked at this job for 6 years, being reappointed by Commodore Robert Birrane and Commodore Ted Potter.



Beginning in 1987, and for 28 consecutive years I created, designed, printed and mailed to every member of record the District Program book. Thanks to Joe Riley, after the 27th year he wrote and I received a commendation award for my efforts. The Program Book is now only available in digital format on the District Web site.

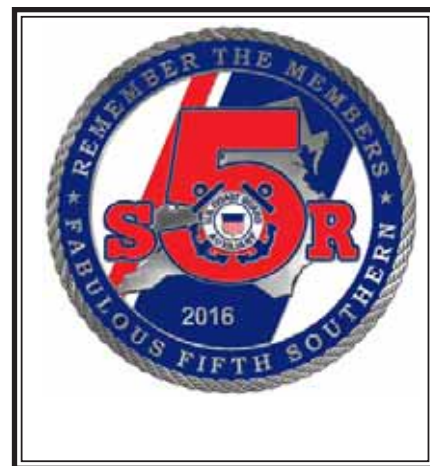
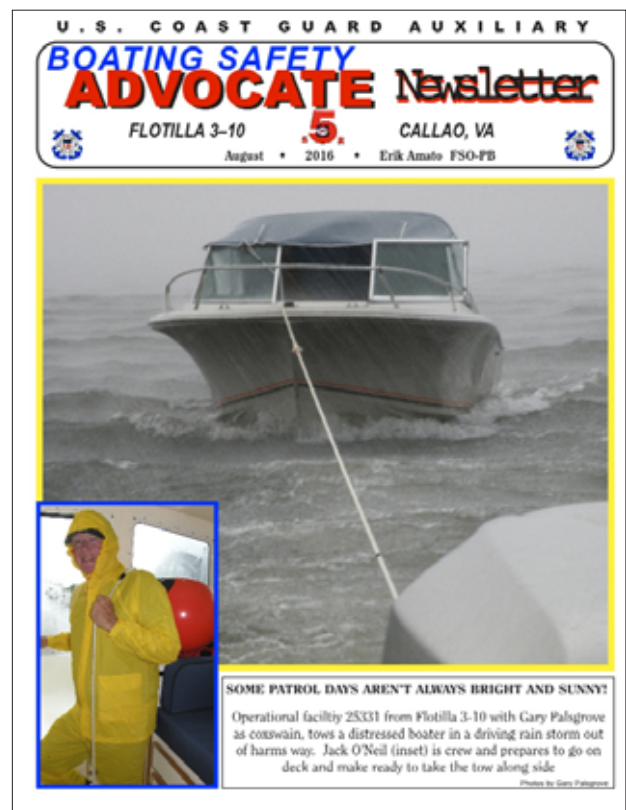
Banner in the same time frame. The current Silver and Bronze Operational Awards were also created on my computer.

In 2014 I requested to step down from District Staff, believing that 6 years is more than enough in any job, and took a year away from being active.

In 2016 Joe Riley asked that I help out with the Callao Flotilla and take on the appointment as FSO-CS and PB. I said OK, dug out my old skill sets and consequently this newsletter came into existence.



A few other tid-bits that were created on my computer during these 30 years was the design of the District Flag during Commodore Gene Siebert's tenure, the Division Eight flag and Flotilla 82's



# THROWABLE INFLATABLE PFD TYPE IV COAST GUARD APPROVED FOR USE

## ThrowRaft Throwable Inflatable Device PFD - Type-IV Throwable Device

- USCG Approved Type-IV Inflatable Throwable Device
- Auto-Inflates When Submerged, Color: Hi Vis Yellow(Inflated)
- Dimensions: Packed: 11" x 4", Inflated: 22" x 21"

### Features:

- Five times smaller than a square cushion when packed, the ThrowRaft TD2401 is the most advanced Type-IV PFD on the water
- 9x Smaller than the ring buoy (packed)
- Save space and meet carriage requirements with the first and only USCG Approved Inflatable Throwable Device Type-IV PFD
- Can be thrown:
  - In packed position
  - Fully inflated
- Auto-inflates when submerged underwater
- Legally replaces all square cushions, ring buoys and horseshoe buoys on recreational boats
- High visibility yellow for search and rescue situations
- Easily rearmed and repacked for multiple uses with Leland 24 Gram CO2 with V86140 Bayonet Assembly re-arm kit
- Simple self inspection
- Can be repacked and rearmed
- Compact:
  - Fits in a backpack or ditch bag
- Back-up buoyancy for use with a life jacket
- Minimum Buoyancy 20 lbs (90N)
- Dimensions:
  - Packed: 11" x 4"
  - Inflated: 22" x 21"
- Made in the U.S.A.



## APPROVAL CONDITIONS AND CARRIAGE REGULATIONS

This inflatable PFD is approved by the U.S. Coast Guard for use as a Type IV Fully Inflatable Throwable Device.

This inflatable PFD is designed to be used as a flotation aid when inflated. When used and serviced according to the Owner's Manual, this inflatable PFD can greatly increase your chances of survival in the water.

Not recommended for nonswimmers or weak swimmers. Users of inflatable PFDs must be at least 16 years old.





## DISTRICT COINS AWARDED

At 3-10's July Flotilla Meeting, DCDR Amy Thomas presented District 5SR Challenge Coins to members who met the assigned criteria. The Challenge Coins were for the 77th anniversary of the Auxiliary and were given to each of our 17 members who devoted at least 77 hours during 2015.



Flotilla Commander Joe Riley (l) receives the first Flotilla Challenge Coin from Amy Thomas DCDR 3

### Challenge Coin Distribution to 17 of 24 members

**Top 5% of D5SR:** Total 5837 Hours – Riley, Gray, O'Neil, Palsgrove

**Top 15% of D5SR:** Total 1079 Hours – Gaines, Cobb, Landry

**Top 20% of D5SR:** Total Hours 1463 – Puglisi, Thomas, Amato, Knight, Barrack

**Top 25% 33 1/3 % of D5SR:** Total Hours 652 Hours – Everly, Lynn, Schiller, Benton, Baltins

A total of 9031 hours for 2015. Bravo Zulu All!



## MESSAGE FROM OUR DCAPT

As we approach election season that will include a new National, District, Division & Flotilla leadership, it's the perfect time to Involve, Support and Energize your members.

**INVOLVE** members by touching base with a few members you don't know well or haven't seen in a while. Give them a call. Chat for a bit. Ask them to become involved in some small way. They could review your unit website for suggestions for improvement. Ask them for their input to the unit SWOT - strengths, weaknesses, opportunities, threats.

**SUPPORT** staff officers by making sure they have the latest information about their area of expertise and that they know who to contact with questions. Answer the questions you can and let them know how much you value their service. Ask them what you can do to help them. Remind them that assistance is only a phone call or email away.

**ENERGIZE** your members by featuring their Auxiliary interests or an different mission in a presentation at a meeting or in your newsletter. The online training sessions both recorded and live provide an abundance of resources for all interests.

Michelle Thornton DCAPT SHR 5SR

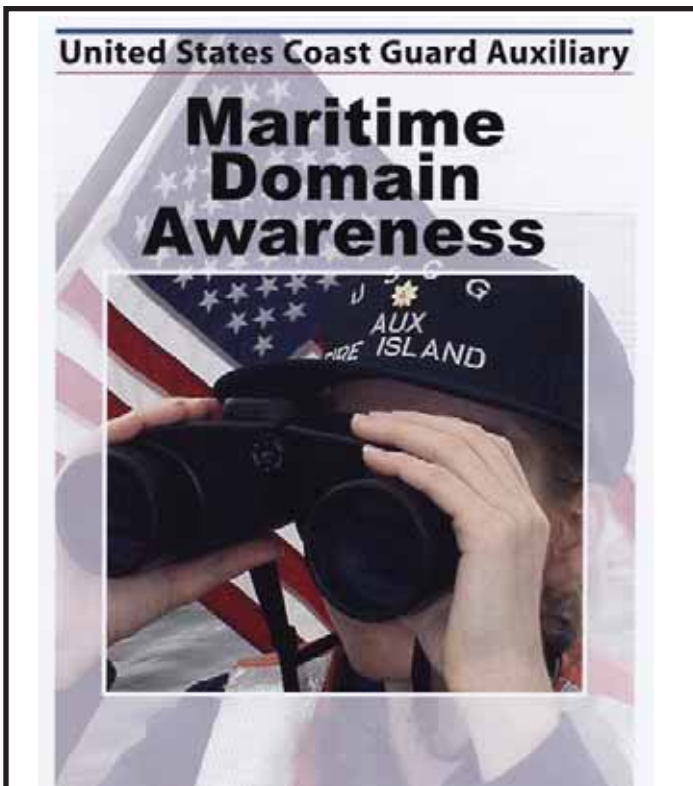
**NOTE FROM YOUR EDITOR:** Please don't let Flotilla 3-10 fall into what I call a "leadership death spiral". This is when a flotilla keeps "recycling" the same individuals in elected leadership positions. Sometimes the membership takes the easy route and lets it happen and no one else steps up because "he/she said they were willing to do the job again".

I experienced this first hand in Flotilla 82, where after about 4 years of recycling elected leaders, the flotilla collapsed and the members either transferred, retired or resigned. All flotilla funds got absorbed as prescribed by the District Standing Rules.

I hope that there is someone in the "wings" willing to become qualified to stand for elected office, and keep this unit "afloat" for years to come. The Coast Guard and the local community need us.

## ONE WAY TO INCREASE MEMBERSHIP?

There have been many workshops, articles, lectures and the like over the years on “How To Increase Our Membership”. Thinking “outside the box”, here’s one idea, recruit “clones”. On duty 24/7, never gets tired and always smiles. :)



**KEEP A VIGILANT WATCH**



## WHAT WOULD YOU DO?

Well this is somewhat of an issue. You'd like to accommodate this owner who's made you so welcome and wants his customers and his own boat to be compliance with legal and safety requirements.

You complete the Vessel Safety Check and find all the safety items to be in order, and you go through the recommended items and the owner is very receptive to your safety talk.

You know that having proper (correct) registration and matching vessel ID numbers is a requirement.

You sit down with the owner and explain what you have found. The fact that all the numbers are correct, but not in the proper order, you are fairly certain that it's just a typing error. The owner tells you that he bought the boat new, which means it's probably not stolen.

You recommend that he call or write to the regulating office of the state and explain what's been found and have a new registration card issued. He should also check his title to ensure that there is not an error there too. You explain to the owner that it's important for all vessel records to be correct, and fixing them now will probably save him lots of red tape in the future.

The owner is very appreciative of your efforts and invites you to return whenever you can, which you accept with a promise to reinspect his boat.



Practice and Preach . . . *Maritime Domain Awareness* and *America's Waterway Watch*

## FLOTILLA 3-10 “AN” VERIFIERS CONTRIBUTE TO SAFER PASSAGE



During the July 3-10 Flotilla meeting Charlie Thomas FSO-AN was pleased to announce the fast response from the Coast Guard ANT Team in fixing the ATON's approaching St. Jerome's Creek, a tricky tributary off the Bay near Point No Point. This was a direct result of Charlie and Ollie Knight's diligence in examining and documenting the discrepant aids.

You can see from the photo at the left, that it's a passage that would be a little "scary" without proper markers.

You fly the Auxiliary Flag on your boat, why not show your "colors" and display the Virginia Auxiliary license plate like our members do? There are only 165 CGAUX plates issued in the Commonwealth of Virginia, you should get yours!



# FLOTILLA 3-10



## MAKING WAVES . . .

## HAVING FUN !



REMINDER: The Flotilla Web Site is alive and well!  
 All Newsletters, Press Releases and PE Class  
 Flyers are now posted – Check it out!  
**[www.Flotilla3-10.org](http://www.Flotilla3-10.org)**

PLEASE SUBMIT YOUR ARTICLES AND  
 PHOTOS OF AUXILIARY ACTIVITIES  
 AND ITEMS OF INTEREST TO:  
**ERIK AMATO FSO-PB 3-10 5SR**  
**[trawler@wildblue.net](mailto:trawler@wildblue.net)**  
 (Editors Reminder - all that you do is significant and  
 important! Share it with others in this publication.)

**Fifth Southern Flotilla 3-10  
 Elected and Appointed Officers 2016**

Flotilla Commander . . . . .	Joseph C. Riley
Flotilla Vice Commander . . . . .	G. Edward Gray, Jr
Communications . . . . .	Donald Chamberlain
Communications Services . . . . .	Erik H. Amato
Finance . . . . .	Oliver M. Knight
Human Resources . . . . .	Gary I Palsgrove
Information Services . . . . .	John F. O'Neil
Materials . . . . .	Glen R. Thomason
Member Training . . . . .	Julian W. Everly
Navigation Systems . . . . .	Charles B. Thomas
Operations . . . . .	Joseph C. Riley
Public Affairs . . . . .	G. Edward Gray, Jr
Publications . . . . .	Erik H. Amato
Public Education . . . . .	Vacant
RBS Program Visitor . . . . .	Philip K. Landry
Secretary/Records . . . . .	Andris Baltins
Vessel Examinations . . . . .	David J. Brack