

# BOATING SAFETY ADVOCATE

# Newsletter



FLOTILLA 3-10



CALLAO, VA



April • 2016 • Erik Amato FSO-PB

## FLOTILLA 3-10 MEMBER *DAVE BRACK* HELPS COLLECT LOCAL AIS DATA FOR WORLDWIDE DISTRIBUTION

The screenshot shows the MarineTraffic website interface. At the top, there are navigation options: Live Map, Vessels, Ports, Photos, Participate, and Services. On the right, statistics are displayed: 104666 ships live now, 645964 vessels in database, and 2098796 photographs. A search bar is also present. On the left, a 'Filters' panel is open, listing categories such as Passenger Vessels, Cargo Vessels, Tankers, High Speed Craft, Tugs & Special Craft, Pleasure Craft, Fishing, Navigation Aids, Unspecified Ships, Ships Underway, and Anchored/Moored. A blue tooltip box over the map says: 'Click here to "pin" the items on the map. A pinned menu will remain open while you are interacting with the map.' The map itself shows the Chesapeake Bay region with numerous colored icons representing different types of vessels. At the bottom, there are sections for 'Latest Photos' and 'Port Calls'.



Dave Brack FSO-VE 3-10

continued on page 2

## AIS/MARINE TRAFFIC and DAVE BARACK (cont)

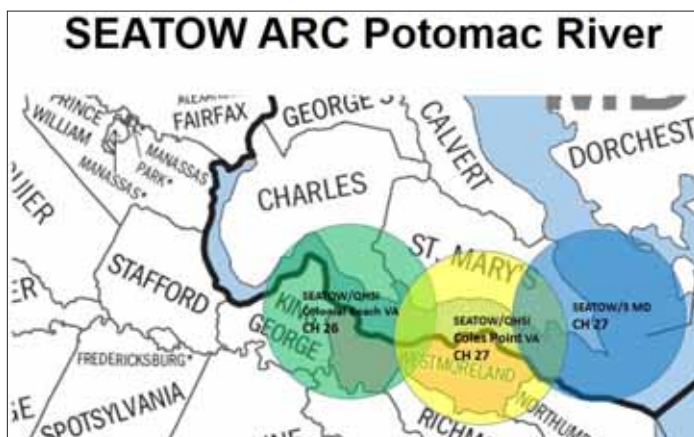
Dave Barack FSO-VE 3-10 is not only a volunteer for our Auxiliary organization, he also volunteers his time and talent to *MARINE TRAFFIC* and *SEATOW* organizations.

With some of the equipment he has placed at his Colonial Beach site, Dave provides an Automated Radio Check (ARC) facility for *SEATOW* utilizing special radio equipment on VHF channel 26 that covers the Potomac River in the Colonial



Beach area, and on VHF channel 27 for the south eastern portion of the river. When a “radio check” is requested on these channels, the equipment records the request and plays it back along with boating safety information. This *SEATOW (ARC)* service provides local mariners with an

easy method to confirm that their VHF radio is operational and eliminates unnecessary traffic on VHF CH 16.

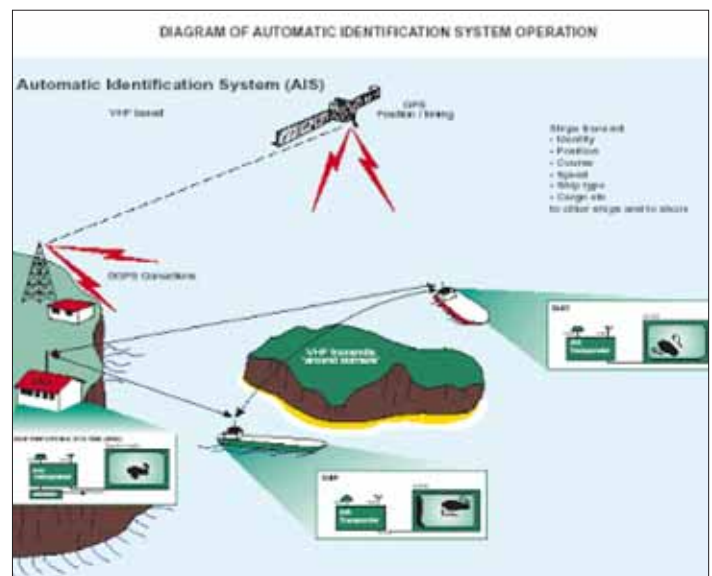


*MARINE TRAFFIC* is a web based internet service that provides access to a worldwide AIS traffic information database. The equipment that Dave utilizes receives real time AIS data on the Potomac River

from the 301 Bridge to Point Lookout, MD. This data is then transmitted via an internet link to a remote data base which is viewable on *Marine Traffic's* web site. The front page of this newsletter shows the *Marine Traffic* “home page” for this area.

So what is AIS (Automatic Identification System) and how is the data collected and used? The system process encodes a collection of vessel GPS and logistical data and transmits a ASCII data string via a Class A or B VHF transponder on the host vessel. The AIS-Receiving stations receive this serial data and re-transmit the decoded information to the *Marine Traffic* central database.

All vessels equipped with an AIS transponder emit AIS data which can be received by any AIS receiver provided it is within range.



The central database constantly receives and processes large amounts of AIS data and stores the most important part of it (together with geographic information on a multitude of ports and areas, vessels' photos and other details). Current positions and/or tracks of vessels are displayed on the *Marine Traffic* Live Map while Positions History, Vessel Details, Port Conditions and Statistics can be easily found using their dedicated web pages.

It should be mentioned that the military has its own proprietary version of the AIS ground and satellite system.

Take a look, it's fun to watch what's going on!



Joe Riley Flotilla Commander 03-10

**N**ational Volunteer Week-April 10-16 - wasn't just another excuse for a name-the-week filler. It is very much, if not **ALL**, about the spirit that drives so many volunteer organizations across our nation.

The Auxiliary is **NOT** a volunteer organization. We are an organization of volunteers. We are legally an integral part of the United States Coast Guard, and have been for over 76 years. That requires us to pledge to “abide by the policies set forth by the Commandant of the United States Coast Guard”.

We **VOLUNTEER** to “abide...”. We **VOLUNTEER** to do all the missions that we can as individuals and as Team members. We **VOLUNTEER** to do as many and as much as we can under many different circumstances – circumstances that differ from one member to another – a diversity of needs, wants, wishes, abilities, – the list goes on.

In **VOLUNTEERING**, we each set our own goals and it's amazing to look back at what you have achieved over the years, from year to year, and each year more than the one before. We will celebrate our Flotilla's 39th year in July and mark the start of our 40th with the spirit of volunteerism that our founding members demonstrated. It has been and is a wonderful ride.

Take a much deserved bow for your accomplishments and for your enduring spirit of selfless commitment to the core values of the Coast Guard.

**National Volunteer Week**  
**April 10-16, 2016**

**Congratulations to**  
**Flotilla 3-10**

**2015**

2<sup>nd</sup> in Division Overall Hours  
 1<sup>st</sup> in Division in VE & PA  
 2<sup>nd</sup> in Division in PV & PE.

**Of 82 flotillas in the district:**

- 2<sup>nd</sup> in % Completion of AUXMT
- 3<sup>rd</sup> Avg. Hours per Member
- 3<sup>rd</sup> Public Education Hours
- 6<sup>th</sup> in excess of 100,000 hours

## NORTHUMBERLAND ELEMENTARY STUDENTS RECEIVE BOATING WATER SAFETY INSTRUCTION

**O**n April 15, 2016 five members of Flotilla 3-10, Carroll Barrack, Fred Woodard, Alvin Lynn, Gary Palsgrove and Ed Gray presented “Water and Kids” safety training for 168 students from Northumberland Elementary School, grades K and 1st.

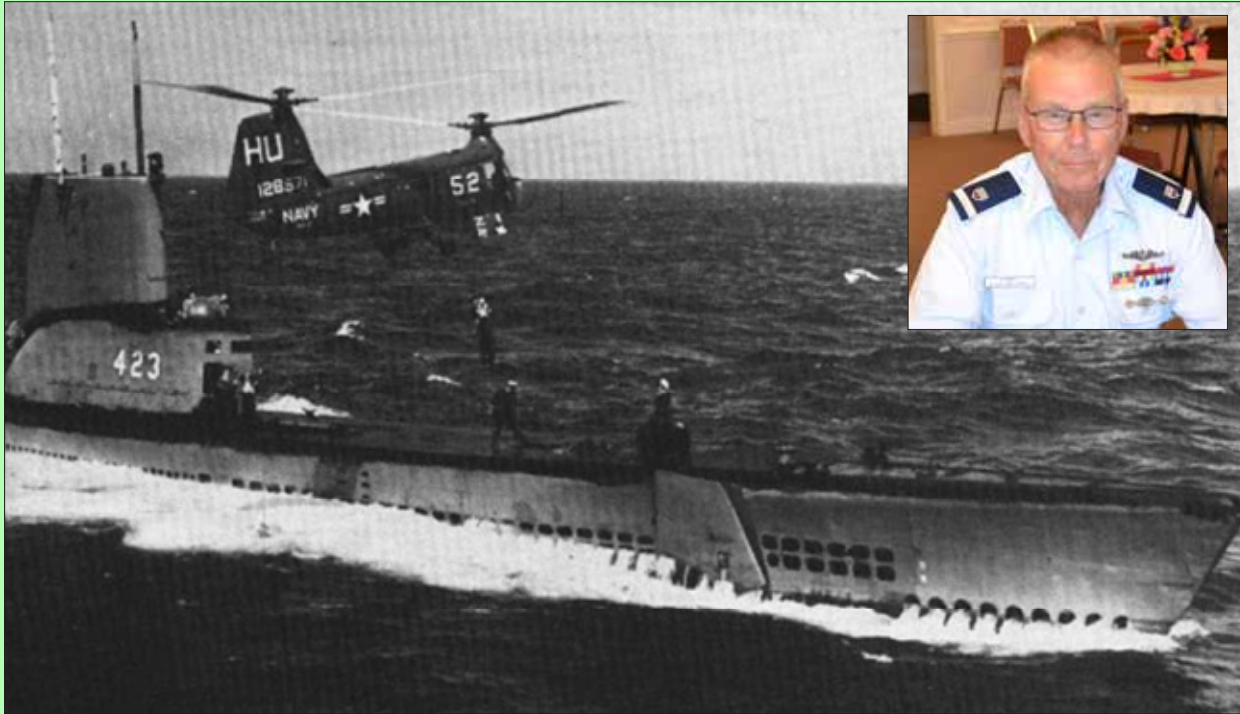


photos by Northumberland faculty

## FLOTILLA TRIVIA

Things you didn't know about your shipmates!

DID YOU KNOW? . . . that our own Phil Landry FSO-PV 3-10 was on board the USS TORSK SS-423 when this photo was taken 11 April 1960.



The photo captures the historic event as VADM George Whelan Anderson, Commander U.S. Sixth Fleet is lowered onto the foredeck of the USS TORSK just prior to making it's 9000th dive

(enjoy the full story below)

### My 9,000th Dive and Old Methuselah

**A** sea story, some personal trivia and a sip of nautical history.

Born officially on September 6, 1944 at Portsmouth Naval Shipyard, at 312' in length, the USS Torsk began her notable life. She is currently part of the historic fleet of Historic Ships in Baltimore and is one of two Tench Class submarines still located inside the United States.

Torsk departed Pearl Harbor on 17 July 1945, arriving at Guam on 1 August for a two day stop. Then she went on to the Sea of Japan, passing submerged through the minefields of Tsushima Strait on 10 August. On 11 August she rescued seven Japanese

seamen whose ship had been sunk by a U.S. plane. On 12 August she had her first combat action when she fired two torpedoes and sank a small freighter.

The next day Torsk torpedoed and sank a small cargo ship, the Kaiho Maru. The following day, 14 August, she completed her wartime career by sinking two more small ships, Coast Defense Vessel No. 13 and Coast Defense Vessel No. 47. This action earned Torsk the distinction of firing the last torpedo and sinking the last Japanese combatant ships of World War II as the "Cease fire" order went out to all U.S. forces on 15 August.

Following the war Torsk was assigned for 10 years to the Submarine Squadron 8 at the Submarine School in New London, where she trained officers and

enlisted men for submarine duty. This assignment earned her the title of the "divingest" submarine in the U.S. Navy as she made dives several times a day in the course of her training activities.

On 11 April, 1960 while operating in the Mediterranean I had the privilege of being an active part of an historic naval event as a crew member on the Torsk. As noted above, the Torsk had achieved a Navy record for the number of successful dives (and surfaces) she had made. My own personal count was something less than 100 but that is not the heart of this story. We were going to celebrate making our 9000th dive and partaking in that event was going to be VADM George Whelan Anderson, Commander U.S. Sixth Fleet.

On the morning of the event he was helicoptered over to our boat and lowered down onto the foredeck. He and his accompanying aide came below and we commenced preparations and ultimately sounded the diving alarm. The diving alarm is sounded twice to signal a dive and three times for emergency surfacing, and is accompanied by either the announcement "dive, dive" or "surface, surface, surface." The alarm is usually described as "ah-OOG-ah."

We successfully completed all appropriate actions required to be considered submerged and operating properly and upon orders of the C.O. the "surface" alarm was sounded and we successfully returned to proper surface operation. Immediately following our return to surface operations there was the following announcement on the 1MC. **"Now hear this, Now hear this - All hands lay to the After Battery to Splice the Main brace"**.

Many Whiskey Tango Foxtrots were uttered as we looked at each other at our various watch standing positions before we all started through the hatches to the After Battery. There we saw a large decorated celebratory cake signifying the historic event we had all participated in. The admiral proceeded to cut the cake with a Navy saber and explained the following.

The Admiral explained the following (in much abbreviated fashion)

Braces are the lines that control the angle of the yards. On the first rate men-o-war, the main brace

was the largest and heaviest of all the running rigging; the main brace on HMS Victory is 5 inches (13 cm) in diameter. Gunners commonly aimed for the ship's rigging during naval battles, with the main brace being the prime target. If the main brace was shot away, it was usually necessary to repair it during the engagement; the ship was unmaneuverable without it and would have to stay on the same tack. Even repairing it after the battle was a difficult job; the main brace ran through blocks, so it could not be repaired with a short splice or a knot. Splicing in a large run of hemp was strenuous work, and generally the ship's best Able Seamen were chosen to carry out the task under the supervision of the Boatswain ("bosun"). On completion of the task, it was customary for the men to be rewarded with an extra ration of rum. The Boatswain would take a sip from the ration of each of the men he had selected for task. Eventually the order to "splice the main brace" came to mean that the crew would receive an extra ration of rum, and was issued on special occasions: after victory in battle, the change of a monarch, a royal birth, a royal wedding or an inspection of the fleet. In cases where the whole fleet was to receive the signal, it would be run up with a lift of flags or signaled by semaphore.

Other navies abolished the grog allowance far earlier (the United States Navy after the American Civil War), but the order persisted, allowing the crew to take another drink in place of rum or grog;

The order "Splice the Main brace" was still popular with some of the U.S. Navy's submarine fleet during WWII. On USS Barb a skipper on combat patrols in WWII, during the boat's 8th and 9th missions in 1944, did in fact announce on the 1MC "Splice the Main brace" after each successful attack and sinking of a Japanese ship. On Barb's 8th combat patrol, the skipper promised the sinking of 5 ships; Barb delivered. After each sinking the Skipper had a special cake made and each sailor was granted a shot of rot gut whiskey. On the 9th patrol, the Skipper was able to sneak 24 cases of beer aboard which were distributed after each of Barb's successful attacks.

So, after the official order by the Admiral to "Splice the Main brace" on the Torsk, we were all allowed the privilege of participating in a long-gone Naval tradition. We were all given a tot of Old Methuselah

medicinal brandy that was kept in a locked locker controlled by the boat's Hospital Corpsman.

Following the ceremony the Admiral went topside and was hoisted back on board the U.S. Navy Piasecki HUP-2 Retriever of Helicopter Utility Squadron 1 (HU-1) and returned to the carrier.

An event that we all fondly remember to this day. So, I have not made 9000 dives, actually probably less than 100 as previously stated, but I have actually been given a tot of brandy on another occasion when I was put in the water (as swimmer for duty section 2) to retrieve something. A story for another occasion.

A final historic note on the Torsk. She was on life-guard duty off the northern coast of Japan in June,

1945 and never picked anyone up at that time and went on to search for Japanese ships to sink. On 2 June they found a ship unloading oil at dockside and fired a couple of torpedoes at them. They apparently missed their targets, went under the ships and hit a train trestle behind the tanker. At that moment a freight train filled with ammunition was crossing the trestle. A huge explosion erupted destroying the train, the military supplies and the trestle. The USS Torsk was the only sub to sink a train in WW II.

If you have the chance and interest, take a tour of the USS Torsk at Baltimore's Inner Harbor. You'll get an opportunity to see first-hand what life on a WWII submarine was like. And no, we weren't painted that way back in 59-61 when I lived on her.

Phil Landry CWO4 (SS) retired, FSO-PV 3-10



## FLOTILLA MAY CALENDAR

- Thursday May 5, 2016 . . . PE for Kids Richmond County School
- Monday May 10, 2016 . . . . PE for Kids Westmoreland County (2 schools)
- Saturday May 14, 2016 . . . VE Day, Opening, Colonial Beach YC
- Monday May 16, 2016 . . . . Flotilla Meeting, Snacks-Carroll Barrack
- Saturday May 21, 2016 . . . VSC Day at Stratford Harbour
- Saturday May 21, 2016 . . . . ABS PE Class - Good Shepherd Lutheran Church
- Saturday May 21-Friday May 27, 2016 . . . . National Safe Boating Week
- Saturday May 28-Tuesday May 31, 2016 . . . . . Whalen's Marina Boat Ramp VE Days
- Monday May 30, 2016 . . . . Memorial Day
- Tuesday May 31, 2016 . . . . FSO-Reports and Calendar additions Due



**National Safe Boating Week . . . . . May 21 - 27, 2016**



The weather has finally broken and the members of 3-10 are all getting ready to get out on the water, teach PE classes, do Vessel Safety Checks and the various other missions we're trained to do.



Ed Gray Flotilla Vice Commander 03-10

The time of the year we all enjoy and look forward to is now upon us. It is also time for us all to remember to think, talk and act boating and water safety.

When we are in uniform and on the water we are required to wear our Lifejackets. Do we do the same when we are *off duty* but on the water? When we are watching neighbors having boating fun do we take the time to talk up safety, with others around us or that neighbor when he comes ashore?

What do we do when we see people jump into their boats for a day of fun but do not see a Lifejacket anywhere? We need to remember that it is our job to point out the importance of being safe and wearing a Lifejackets while on the water. If a neighbor thinks less of me for pushing that PFD at him, so be it. It just may save his life.

I recently did a VSC for an 86 year old boater who had been on the water for 75 years and never wore a life jacket. I simply asked why and he could not answer. We talked about the many types available and where he could purchase an inflatable. I have no idea if he will purchase one, or always wear it when he is on the water but I made him think about the importance of safety, for himself and anyone who may join him on his boat. As I walked away I knew I had done my job and I felt good about it.

Ed Gray VFC 3-10



### WHAT WOULD YOU DO?

You are at your favorite marina/ramp site with a new member who you have been training to do VSC's. She's passed all the classroom work and together you're now doing her 5 supervised Safety Checks before she can be fully qualified and be on her own. This individual is very bright, boat savvy and excited to be involved in this mission.

A nice looking 20 foot center console fishing boat with twin outboard motors pulls into the ramp launch area, and your trainee jumps into action. She makes a comment to you "I've got this, the boat will never pass, there are no registration numbers on the vessel. I had better stop him from launching.

### WHAT WOULD YOU DO?

Tell your trainee, "lets leave that one alone and see if the law enforcement folks catch him".

### OR

Tell the owner that "only boats registered in this state can launch from this ramp" or . . .

### WHAT?

The answer is elsewhere in this issue.



Flotilla 3-10 members practicing their newly refreshed TCT skills by preparing handout packets for the upcoming ABS Class in Stratford Harbour

# MOVE AHEAD WITH YOUR MAY 21 – 27 NATIONAL SAFE BOATING WEEK PLANS



These posters and much more are available for the asking to highlight your NSBW Boating Safety Campaign and use throughout the year. Go to [www.safeboatingcampaign.com](http://www.safeboatingcampaign.com)





## THOUGHTS AND PRAYERS



. . . if you will, let me be the first to ask for your thoughts and prayers for my favorite member – my wife, a retired member of our Flotilla for 9 years and my loyal supporter for many years.

On Monday, Carole will consult with a specialist about the “mass” on her left lung – it was first seen before her pacemaker implant but the pacemaker issue was top priority. A CT-Scan on Thursday confirmed the mass.

I hope you will keep Carole in your thoughts and prayers.

Joe Riley



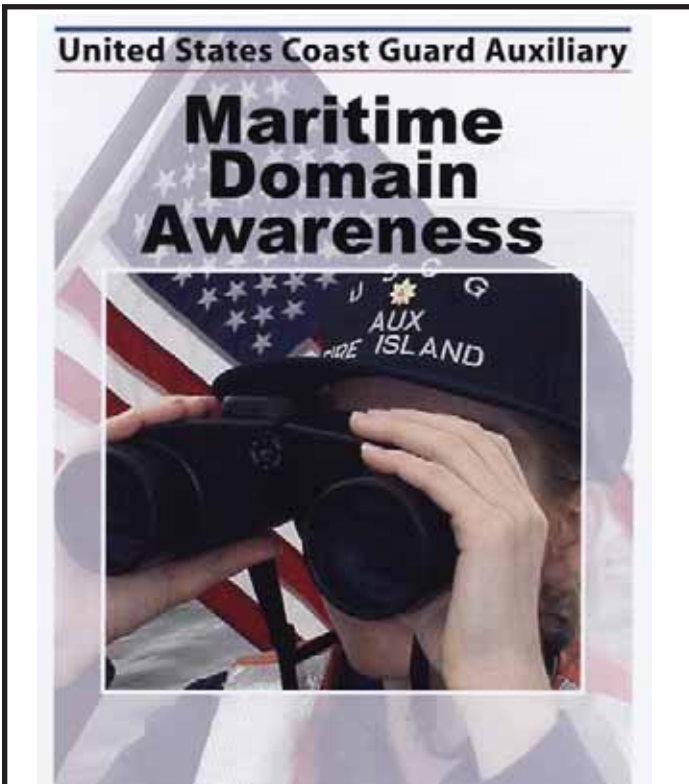
### WHAT WOULD YOU DO?

You smile and tell your trainee, “not so fast”, there are times when a boat can be utilized without any numbers being placed on the hull. Let’s talk with the owner and see if he’ll allow us to do a VSC on his boat. The boat looks brand new, so the owner might also be inexperienced.

Both of you are wearing your ODU’s and the owner looks anxious as you approach. He becomes much more relaxed after you explain that you’re part of Team Coast Guard and are two of America’s Volunteer Lifesavers. He is a brand new boater and new to this particular boating area and is very receptive to your trainee doing a Safety Check on his boat.

When your trainee asks for the registration papers, the owner presents her with all the paper work given to him when he bought the boat from a dealer. Your trainee sorts through the documents and finds a “temporary” registration which can be used until the permanent state stickers and registration numbers arrive.

Your trainee gives you a little wink and proceeds to give detailed instructions on the proper placement and spacing of the registration numbers to the owner. The boat has all the equipment needed to satisfy the federal and state requirements, so your trainee proudly places a VSC decal on the side of the center steering console, and gives the owner local PE class information and a little recruitment pitch.



**KEEP A VIGILANT WATCH**



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

## ED GRAY VFC 3-10 SPEAKS TO BOATING SAFETY DURING RADIO INTERVIEW

Below you will find the tentative topics Ed proposed to convey during his phone interview with Betty Osburn of Station WRAR 107.5 Tappahannock, VA, April 7, 2016.

*Today we are joined by Ed Gray the Flotilla Vice Commander of Flotilla 3-10, US Coast Guard Auxiliary based in Callao, Virginia. The Flotilla consists of 22 members who live in Tappahannock and the Northern Neck and patrol on the Potomac and Rappahannock Rivers.*

### 1. What does the Auxiliary do?

The Auxiliary has been an integral part of the US Coast Guard for over 75 years. Our primary mission is to work with them to promote recreational boating safety through boating education and complimentary vessel safety checks.

### 2. What do you do when you inspect an owner's boat?

We are another set of eyes looking a boat over to be sure the boat is operational, the safety equipment is current and safe, the registration is correct and up to date, the required equipment is aboard and to answer any boating questions that may arise.

### 3. Can a boat fail your safety inspection?

No boat ever fails but not all earn the vessel safety decal to put on their window. If a boat has incorrect equipment, expired flares, improper life jackets or other items that need attention we will point it out and when corrected we will return and reinspect those items and issue the decal.

### 4. Do I really need a class to learn how to operate a boat?

In 2016 the state of Virginia, by July 1, mandates that everyone who operates a vessel with a 10 horse power motor or more MUST have completed a boating safety course and be able to produce the certificate when asked. If you took it once and can produce the proof you are OK.

### 5. Where do I take a boating safety class and are there classes scheduled in this area.

Our first class of the season, April 23 at Stratford Harbor, is full already but the May 21 in Callao IS open.. We have a class on June 25 at Bella Pizza here in Tappahannock. You can find out about the classes or sign up for them by going to our website at [www.Flotilla3-10.org](http://www.Flotilla3-10.org) or by contacting Joe Riley at 804-472-4521.

### 6. What is the most important thing I can do to be safe on a boat?

Very simply, WEAR A LIFE JACKET. It is always best to be safe.

### 7. Do you have any statistics on boating accidents?

The statistics are very revealing and should scare people. In Virginia waters last year, and know the Potomac is considered Maryland waters, there were 77 boating accidents involving 90 vessels, 37 injuries and 10 fatalities. In Maryland waters there were 165 accidents, 88 injuries and 22 fatalities. Of the combined 32 fatalities only 5 wore life jackets. 31% of the deaths involved alcohol. The top causes of boating accidents in Virginia were inexperience and inattention. The top accidents were hitting a stationary object and hitting another vessel. It is

interesting too that boaters who take a boating safety course are 4 times LESS likely to have an accident.

### 8. Those statistics are revealing. What jumps out at you?

I think it is very simple. If you think about it 75% of the reasons for boating accidents are for things we as boaters control. Inexperience, inattention, no life jacket, hitting a stationary object, hitting another boat, alcohol use are things we can correct with a little preparation, a little education and being alert when operating a boat.



Betty Osburn  
WRAR Radio 107.5



Ed Gray VFC 3-10

continued next page

## RADIO INTERVIEW (cont)

9. *What would you tell people to do to be safe on a boat this year as the season starts?*

I would make it very simple. Get your boat inspected, take that safe boating class, be careful, don't drink and boat. And most important is WEAR THAT LIFE JACKET. It just may save your life or the life of someone you love.

10. *In closing is there anything you would like to add?*

We are always looking for new members to join our Flotilla and get involved. If you are 17 or over and would like to explore what we have to offer we invite you to our meetings held the third Monday of each month at Good Shepard Lutheran Church in Callao at 7:00PM. I would be happy to discuss the benefits of membership with any one at any time. My phone number is 804-854-1309 or go to our website at [www.Flotilla3-10.org](http://www.Flotilla3-10.org) to learn more about us. The most important thing I can say is to enjoy the boating season, be safe and please wear that life jacket.



Six members of Flotilla 3-10 intently working on TCT problems during April's refresher class taught by Joe Riley FC

## SOME THINGS YOU SHOULD KNOW

Most of our boats have 12 volt batteries and electrical systems, and many owners believe that 12 volts is what they are dealing with, and if your gauge reads 12 volts you're "good".

Not really the full truth. If you read the chart below you'll realize that a 12 volt battery that has 12.6 volts is 100% charged. If the same battery has 12.1 volts it is 50% discharged and on it's way to failing.

If you don't have one, I'd suggest investing in a digital gauge or at least a digital multimeter so you will know exactly what your battery is telling you. It could save you that embarrassing phone call for help.

VOLTAGE	≈ CHARGE STATE	
>12.6	100	Note that these voltages are approximate and are influenced by temperature etc. Batteries just taken off charge will have a significantly higher voltage until the 'surface charge decays over 30mins or so.
12.5	90	
12.4	80	
12.3	70	
12.2	60	
12.1	50	
11.9	40	Repeated discharge to these levels will shorten battery life
11.8	30	
11.6	20	
11.3	10	Permanent Damage will occur
10.5	0	

## GOT THAT SINKING FEELING?

Occasionally bilge pumps become a topic of conversation and whether or not the one(s) we installed in our boats have enough capacity.

Experts say that a one inch hole in the bottom of a boat will flow approximately 2000 gallons an hour (about 8 tons of water). A two inch hole will flow 8000 gallons an hour (about 33 tons of water).

The insurance industry states that for every boat that sinks underway, four sink at the dock.

So what do you think? Does your bilge pump have enough capacity, and is your battery strong enough to keep it running?

# 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