

U . S . C O A S T G U A R D A U X I L I A R Y

**BOATING SAFETY**

**ADVOCATE**

**Newsletter**



FLOTILLA 3-10

**5**  
S R

CALLAO, VA



July • 2016 • Erik Amato FSO-PB



Photo by Gary Palsgrove

A quick look inside a 45 foot RB-M  
(not St. Inigoes crew)

### Response boat-medium from CG Station St. Inigoes working RAMPS testing with Flotilla 3-10

The 45 foot response boat-medium has revitalized the Coast Guard's shore-based boat fleet, delivering improved speed, maneuverability and ergonomics over the 41-foot utility boat and other non-standard boats it has replaced. The RB-M makes boat crews more effective in performing multiple Coast Guard missions, including search and rescue; ports, waterways and coastal security; law enforcement; and drug and migrant interdiction. It can travel significantly faster than older boats of similar size, improving mission response times. The RB-M design also includes waterjet propulsion for greater maneuverability and a climate-controlled cabin and shock-mitigating seats to reduce crew fatigue on extended patrols.

All 174 RB-Ms have been delivered to 105 stations in 30 states and territories across the U.S. The first RB-M was delivered in April 2008 and the last in March 2015.



Joe Riley Flotilla Commander 3-10

## Praise for the Unsung

**W**e hear and read about the folks who have excelled in our hi-focus programs; Operations, particularly for search and rescue events; Vessel Examinations for applying annual safety decals to an increasing number of all types of “boats”; Public Education for the many more students and new initiatives; Program Visitations for their many visits to new and traditional partners; and Public Affairs for keeping the boating safety message in the public eye. Their praises are well and deservedly sung!! These are the RBS and Operations and Marine Safety Cornerstones of the Auxiliary – these are the business we are in.

What we don't hear so much about are the folks who shape our Member Services Cornerstone:

How superbly our FSO-CS depicts us to the WORLD through our web site [www.flotilla3-10.org](http://www.flotilla3-10.org)

How precisely our FSO-FN maintains the integrity of our financial records

How well our FSO-HR helps attract and retain members;  
How quickly and accurately our FSO-IS inputs our hours and mission activities;

How fast our FSO-MA places your order to ANSC for supplies and ANSC ships (Amazon, Weep!!);

How our FSO-MT arranges training to improve your efficiency and effectiveness of all your skills;

How superbly our FSO-PB reports your activities in The Advocate;

How accurately our FSO-SR issues minutes and staff reports-your history in the making.

These are traditionally the unsung Staff Officers, yet so essential to the smooth operation and success of your Flotilla.

A hearty congratulations and thanks to our Flotilla Member Services cadre for jobs well done.

Respectfully,  
Joe

## FLOTILLA AUGUST CALENDAR

**All Month . . . . Continue RBS Challenge - Give Me Five Full Days of VSC's**

**Thursday August 4, 2016 . . . US Coast Guard Anniversary (1790)**

**Saturday August 13, 2016 . . . . ABS Class @ Good Shepherd Lutheran Church, Callao, VA**

**Monday August 15, 2016 . . . Flotilla Picnic @ Charlie Thomas home (bring side or dessert)**

**Saturday July 30, 2016 . . . . FSO-Reports and Calendar additions Due**

**All Month . . . . Give thanks to all spouses for their support**

## FLOTILLA 3-10 CALLED BACK TO ASSIST WITH RAMPS TESTING

### “Go Crazy”

**H**ow often is an Auxiliary Operational Facility given those instructions on how to carry out a particular mission in conjunction with the Coast Guard? Well, that's what Flotilla OPS Facility 25331 was told while assisting Station St. Inigoes and the NAVY in their most current RAMPS (Remote Aircraft for Marine Public Safety) evaluations.



Starting at the beginning, 25331 with Gary Palsgrove as Coxswain and Don Chamberlain, Phil Landry and Glen Thomason as Crew were underway to Station St. Inigoes where they would spend the night in preparation of undertaking an early morning RAMPS mission. While crossing the Potomac River they received a request to assist the Station in carrying out a training mission wherein 25331 would serve as a “Valued Asset” while being attacked by some Bad Guys.



Naturally they quickly agreed and were met in the Saint Mary's River by three Coast Guard Response Boats, a 35 footer, a 29 footer and one 25 footer. Under instruction they stationed the OPS facility near St Mary's River buoy #2 where they were attacked and defended by the various Coast Guard boats. This went on for about forty five minutes as the sun slowly set in the west.

As it got darker they were asked to plot a course from SM #2 buoy out to the Potomac River and to maintain a set course and speed similar to what a large passenger carrying vessel would do. Once again they were attacked and defended from all sides. This was a more difficult mission evolution for the Station Response Boats due to it being carried out in what was by now total darkness. Shortly thereafter, the Aux facility was requested to head back toward Station St. Inigoes and maintain the same speed. All the way to the Station they were being defended and attacked. A neat way to experience another aspect of what the Coast Guard is called upon to do.



After a good night's sleep, they attended the briefing on the RAMPS activity for that day. Ops Facility 25331 was joined by 23679 Coxswained by Ollie Knight and crewed by Ed Gray, both of Flotilla 3-10. The first mission evolution was to deliver two sophisticated manikin's (thermal Oscar's) to be placed in specific locations, actually within a couple of feet of each other, where they could be located and identified by the current drone being evaluated, called “Instanteye.”



## FLOTILLA 3-10 ASSISTING CG STATION ST. INIGOES (cont)



Deployment of our manikin took longer than anticipated when the research person assigned to 25331 inadvertently tied both ends of the line used to anchor the manikin's together and sent his anchor and line to the briny deep. As all OPS Facilities are required to carry a spare anchor all was not lost. With the extra line and anchor the manikin's were properly deployed. For the next hour they circled the deployment location while "Instanteye" did its job. When requested to recover the manikin and identify the exact location of deployment they were happy to discover it had been placed within two feet of where it should be.

Gathering up the manikin's, and the spare anchor, they followed the 65 foot CG Cutter Chock back to Station St. Inigoes for a lunch break. At that time 232679 was relieved from duty and returned home. Aux Facility 25331 was requested to help out again that afternoon.



It was during the second RAMPS mission of the day that they received some unusual instructions. They

were issued a plastic semi-automatic pistol and AR-15 style rifle. Then, told to follow the Chock out to the Potomac River and, as the drone was deployed, staying within one-half nautical mile, the order was given to "Go Crazy!" The "Instanteye" drone was to attempt to track us while we did our best James Bond imitation of evasive maneuvers.



Two of the crew were in the cockpit holding the plastic weapons while the helmsman changed course, speed and direction in an attempt to get away from the drone. Great fun! After 15 minutes we were asked to do the same similar maneuvers further away from the Chock. The best evasion maneuver was to wait until "Instanteye" was following directly behind, stop suddenly, change direction 90 degrees left or right and take off again.



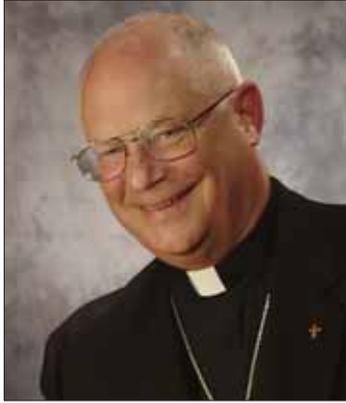
Hopefully we were able to give the latest RAMPS drone something good to evaluate and 25331 is ready and willing to "Go Crazy" again.

Gary Palsgove

## GOOD LUCK PASTOR MIKE!

**P**astor Mike Ramming is retiring!

Pastor Mike has been a stalwart supporter of Flotilla 3-10 and we thank him for all the years of allowing us to use the Church facilities.



Good Shepherd Lutheran Church has been “home” to Flotilla 3-10 ever since the Fellowship Hall was built. Training rooms, Fellowship Hall and kitchen have been at our disposal for numerous events over the years.

His Farewell Sunday worship service was on 24 July 2016 at 9 am with a special fellowship following. The local community was invited to the celebration.

Pastor Mike is a native of Texas, a retired military Navy chaplain and last month celebrated 47 years of ordained ministry in the LCMS. He followed in the footsteps of his sainted father, Rev. Martin E. Ramming, also an LCMS clergyman and military chaplain (Army), with WWII European combat experience.

Pastor Mike says he has been “richly blessed with a fulfilling, varied and exciting ministry.” He was ordained in 1969 as a part of the 150th Anniversary celebration of his home church, Trinity-LCMS in Port Arthur, TX. Over his decades of ministry, he served Good Shepherd-LCMS in Memphis, TN from 1969-1972; served as a reserve Navy Chaplain from 1967-1972; was on active duty as a Navy Chaplain from 1972-1980 and 1980-1996 served a reserve Navy Chaplain. He retired in 1996 with 28 years of service, having ministered to all four of the military branches that Navy chaplains serve.

After retiring from the Navy, he then served two churches: Bethel-LCMS in San Francisco, CA from 1980-1990 and Grace-LCMS in Killeen, TX from 1990-2002 before heading east on a vacation. Being a history buff, he was naturally drawn to Virginia's

continued on page 6



### WHAT WOULD YOU DO?

It's a typical HOT August day and you have been doing VSC's at a busy local marina, and you've managed to take alternating breaks with another VE from a neighboring flotilla. You've been doing VSC's on trailered boats that continually arrive at the marina launching ramp.

You're keeping yourself well hydrated with plenty of water from home, and while cooling down during one of your breaks you're approached by a lady who requests that you inspect her and her husbands 38 foot boat in a slip several docks down from the ramp. You of course, happily agree.

Your fellow VE asks to “tag along” and assist, he's never inspected a “big” boat and would like the experience.

Your VSC on the 38 footer goes really well until you begin to check the electrical system. While checking the multiple batteries you notice that each of them only has the positive terminal covered. You've always insisted that both terminals need to be covered to award the decal. As you point this out to your fellow VE, he disagrees with you and says they're OK and in compliance.

### WHAT WOULD YOU DO?

Pull your fellow VE aside and tell him to keep quiet or what?

The answer is elsewhere in this issue

## AUXFAC AVAILABLE



Fully equipped Auxiliary Operational Facility is currently available. Pass this information on to other members. If interested contact Julian Everly, Flotilla 3-10.

I was riding by the local high school yesterday and the sign board outside said “Fall sports begin August 1.” I thought the summer just started but quickly realized we are in mid July already. My how time flies.



Ed Gray Flotilla Vice Commander 03-10

My work career was in sales and we always lived by two simple rules. 1. What have you done for me lately? 2. He who fails to plan plans to fail.

How does this fit into the Auxiliary? I gave serious thought to what we have accomplished this year. More of our flotilla members are more involved than in years past. More mission hours are accomplished and being reported. Our PE classes are full and bringing the safety message to our community. Our VEs are on track and making a difference. Our participation in local media is up. Our PVs are visiting more establishments than ever. Overall we are having another banner year for 3-10.

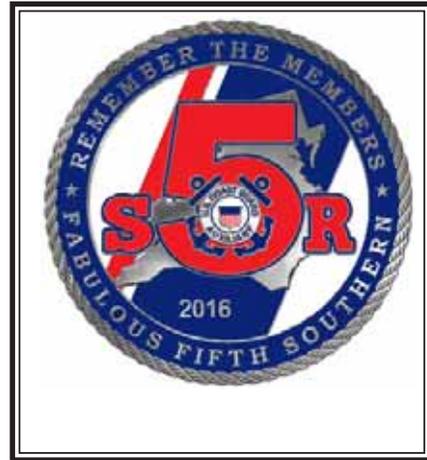
The problem that exists is, exactly as rules #1 and #2 state, we have to do it again. Early maybe (maybe not), but it is time to begin thinking about 2017 and planning our future. What can we, as a TEAM, do differently or better? How can we all become involved in more or new things? Where are we missing an opportunity? Is there something the auxiliary offers that you would like to be involved in? Is there a class offered that would be of value to you and our flotilla? Is there additional training we need to look into? I am proud of each member and what we have all accomplished this year and I extend my congratulations to everyone. We can rest on our laurels but that has never been our tradition. It truly is time to begin thinking about “how do we do it again, only better?”



## PASTOR MIKE RETIRES (cont.)

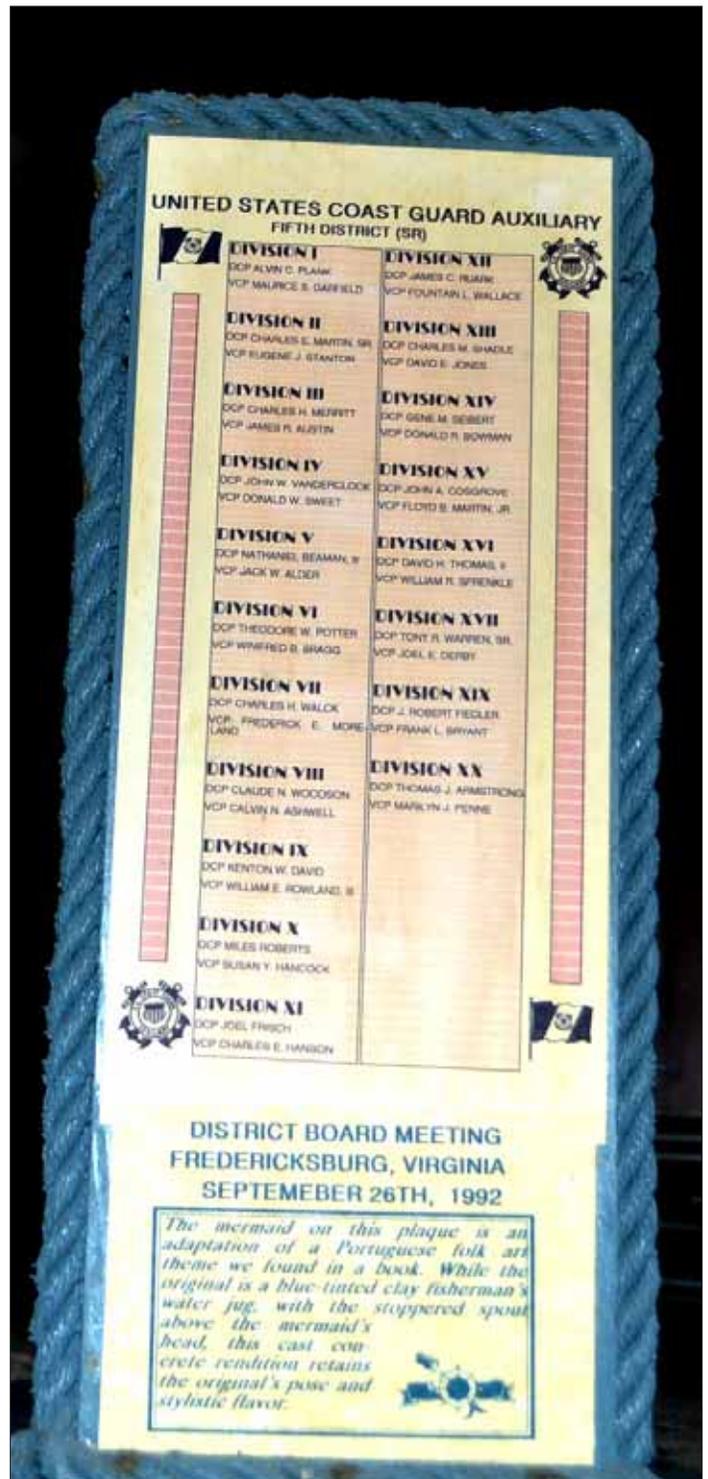
many historic areas and it was during this vacation where he discovered the Northern Neck. Interestingly, this trip just happen to occur at the same time the members of Good Shepherd were looking for a pastor! One thing led to another which ultimately resulted in Pastor Mike becoming the pastor of Good Shepherd-LCMS in 2002. Over the last 14 years, he has embraced and impacted, not just the congregation but the community at large due to his ministry of service, mercy and support. The Auxiliary certainly was a benefactor of his efforts.

Pastor Mike is married to the former Karen Swankowski Melichar of Montross. They reside in Glebe Harbor and plan to remain in the Northern Neck. He has a grown son, Martin Ramming, and a granddaughter, Victoria Ramming-Howard, who live in Texas, as well has 2 great-grand children.



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

# A BIT OF TRIVIA DID YOU KNOW THAT . . .



. . . this beautiful hand crafted banquet table centerpiece that was created specifically for the September 26th, 1992 District Conference in Fredericksburg, VA was rejected as “not appropriate” for the event, and a substitute centerpiece used. Go figure! Hopefully times have changed.

# HAPPY ANNIVERSARY TO US

July 22 marked the 39th anniversary of our flotilla chartering at Gwynn's Island in 1977.

## Congratulations and Best Wishes for Many More Years In the Same Tradition of Excellence

Flotilla 3-10 was chartered July 22, 1977 at Narrows Marina, Gwynn's Island, VA. U.S. Coast Guard Commander Thomas Miles, Directory of Auxiliary (DIRAUX), officiated on behalf of the 5th District Commander. Twelve members and six facilities transferred from Fl 33 to form the nucleus of Fl 3-10.

Until then, there was no Coast Guard Auxiliary presence in Virginia specifically dedicated to serving on the lower Potomac River. Flotilla 3-10 has been the primary Auxiliary force supporting Coast Guard Station St. Inigoes on the lower Potomac ever since.

The first Flotilla Commander was Carl Vogt; his wife Jane was the FSO-SR. They provided "Calamity Jane" as an operational facility. They were the inspiration for naming the Flotilla's Auxiliarist of the Year award, "The Carl and Jane Vogt Award". The last surviving charter member is George Pickering.

|   |   |
|---|---|
| United States<br>Coast Guard<br>Auxiliary | <i>Flotilla 3-10 of Division III in the FIFTH Coast Guard District is hereby authorized at</i> CALLAO, VIRGINIA <i>consisting of the following charter members and their facilities pledged to the promotion of</i> |
|   | <b>BOATING SAFETY</b>   |
| BOWEN, J. Elliott<br>"BERNIE B"           | NEALE, Presley V.   |
| BROOKS, Everett Jr.                       | PICKERING, George H.<br>"KOJAK"   |
| DAVIS, Sherman L.                         | TOLNITCH, Elsie L.<br>"JON EL II"   |
| HALE, Robert E. Jr.                       | VOGT, Carl L.<br>"CALAMITY JANE"  |
| MCKENNEY, Garland B.<br>"VA 4419 W"       | VOGT, Jane F.   |
| MOORE, Robert V.<br>"HAZEL M II"          | WEINER, Maverly T. Jr.  |
|   | <i>This 22nd day of July 1977</i>   |
|   | <i>Joseph E. Burnham</i><br>DISTRICT COMMANDER Joseph E. Burnham  |
|   | <i>J. E. Johansen</i><br>DISTRICT COMMANDER J. E. JOHANSEN, Rear Admiral<br>U. S. COAST GUARD   |

## WITH A LITTLE HELP FROM YOUR FRIENDS

# F IS FOR FELLOWSHIP!

On July 1 Joe Riley sent out an "SOS" for help to his flotilla shipmates. Seems Erik Amato had volunteered to repair/rebuild a T top cover on Joe's boat, and he needed four or five more guys to get the top off the boat and on to a trailer. The plan was for Erik to transport the top home to Weyers Cave to work on it. On July 5 Glen Thomason, picked up Don Chamberlain, Gary Palsgrove and Jack O'Neil and Jack's granddaughter Alyson Kinkopf, to car pool over to Joe's house, a distance of about four miles. So with Joe, Erik, Jack, Gary, Don and Glen executing the plan, the top got removed and loaded on to Erik's trailer! Oh, and Alyson was the photographer for the event!

Glen Thomason



Alyson Kinkopf our photographer

## FOLLOW-UP

At 3-10's June Flotilla meeting the topic of "flare guns" and "guns" was discussed. The question was "how does Maryland classify a flare gun." Important information we all should know being the Potomac River is officially Maryland waters and comes under their jurisdiction.

I posed this question to my Maryland contact Julie Brown who works for the DNR. Please see the answer to this question below.

I hope this clarifies flare gun questions for everyone. If not please let me know.

Ed Gray VFC

From: Julie Brown  
-DNR- [mailto:julie.brown@maryland.gov] \_Sent:  
Thursday, June 23, 2016 9:45 AM\_To: Ed  
Gray\_Subject: Re: Flare guns

Hi Ed. Just to clarify your question about the flare guns, Maryland does not have any issue with carrying a flare gun. It is completely legal and technically it is not considered a firearm. If someone asks you "do you have a gun on board your boat?" there is no need to tell them you do if you have a flare gun. However, if you feel the need to tell them that you do have a gun on board please emphasize that it is a flare gun.

Hopefully this answers your question. If not, feel free to contact me at anytime. Thanks for your commitment to boating safety.

Julie



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



## WHAT WOULD YOU DO?

You're curious as to why this new VE would disagree with you, so you begin asking questions about his statements.

You learn that he has an electrical background, and is also an avid reader of the VE Q & A section on the National web site.

It turns out that this same issue had recently been raised, and the answer was researched back to the CG and Federal Regs (CFR). You realize that the VE manual follows the Federal Regulations. In the Regs the use of the letter (s) on battery terminals is intended to focus on multiple batteries. It went on to state that only the positive (+) terminal needed to be covered to avoid possible arcing to the negative terminal or other metallic objects that were grounded. The covering of one terminal presents a safe environment. An enclosed battery compartment or battery box also covers the requirement.

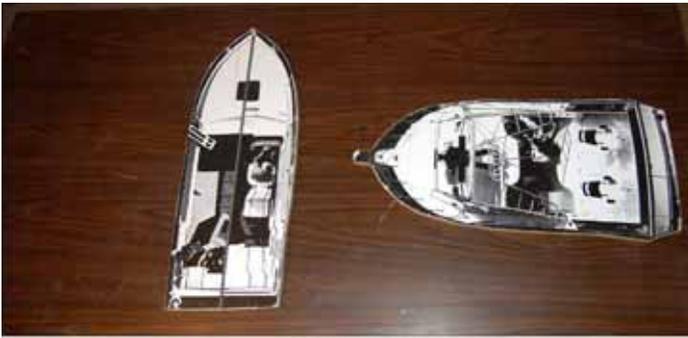
You have a mutual agreement that covering both terminals would be better, and would remove any possible cable confusion when batteries are removed and replaced.

You complete the VSC and award the decal to two very happy power boaters.

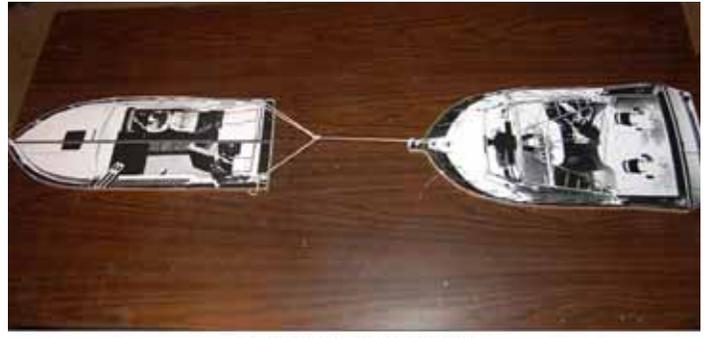


At Flotilla 3-10's July meeting Gary Palsgrove (I) was presented with a plaque for his participation at the Colonial Beach July 4th Boat Parade. Presenting the award is Auxiliarist Kyle Schick who is also Commodore of the Colonial Beach Yacht Club

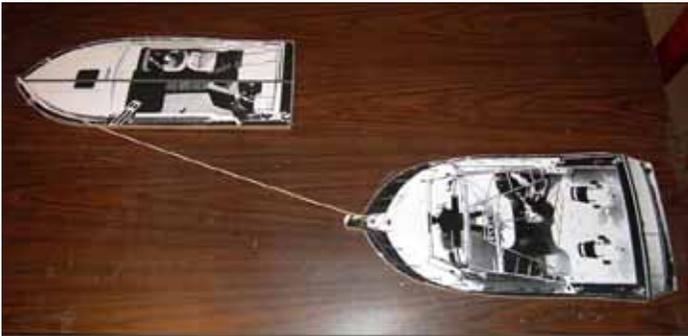
# A LITTLE TABLE TOP TOWING REVIEW



**TOW APPROACH**



**STERN TOW WITH BRIDLE**



**CONVERT STERN TOW TO ALONGSIDE (1)**



**CONVERT STERN TOW TO ALONGSIDE (2)**



**CONVERT STERN TOW TO ALONGSIDE (3)**



**CONVERT STERN TOW TO ALONGSIDE (4)**



**CONVERT STERN TOW TO ALONGSIDE (5)**



**CONVERT STERN TOW TO ALONGSIDE (6)**

# 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.)

| <b>Fifth Southern Flotilla 3-10<br/>Elected and Appointed Officers 2016</b> |                    |
|---|--------------------|
| 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     |