

**BOATING SAFETY**

**ADVOCATE**

**Newsletter**



FLOTILLA 3-10



CALLAO, VA



June • 2016 • Erik Amato FSO-PB



**RAGGED POINT LIGHT MARKS THE NORTHWEST BOUNDARY OF FLOTILLA 3-10's OPERATIONS AOR**

Photo by Gary Palsgrove

The Lighthouse Board first requested that Congress fund a light at Ragged Point in 1896. However, the original appropriation of \$30,000 (split into two \$15,000 payments) was not made until 1906. This proved insufficient and there were several cycles of soliciting bids and requesting additional funds. Finally an additional \$5,000 was received and work began. The light was completed February 26th, 1910 and the station was commissioned on March 15th. It exhibited a 4th order Fresnel lens. This was the last lighthouse erected in Maryland waters and the last lighthouse to be built on the Chesapeake Bay in a new location.



In the early 1960s the lighthouse was strafed by pilots on a practice mission from the Patuxent Naval Air Station who thought the structure was vacant. The U.S. Coast Guard keepers rushed to the catwalk to waive off the attacking planes and were unharmed, though the structure sustained some damage.

In 1962, shortly after the strafing incident, the cottage was dismantled, and the current tower constructed on the old foundation.



Joe Riley Flotilla Commander 3-10

Over the years the “Four Cornerstones” of the Auxiliary have changed to reflect the changing missions of the Auxiliary.

Historically, the Auxiliary's primary missions had been Vessel Safety Checks (VSCs), Public Education (PE), and Operations. These three missions, together with Fellowship, were known as our four cornerstones.

Today, the four cornerstones are defined as follows:

- a. Member Services
- b. Recreational Boating Safety
- c. Operations and Marine Safety
- d. Fellowship

The only cornerstone that has remained constant over the years is **Fellowship**—what used to be referred to as the *“glue” that holds us together*.

“Fellowship remains an essential ingredient in making any organization of volunteers successful. The Coast Guard recognizes the importance of this aspect of volunteer participation and encourages a

close relationship between Auxiliarists and other Coast Guard personnel. Fellowship makes the team work and binds the entire organization together”.

The post-incident (hurricane, tornado, etc.) accountability exercises are based on the Coast Guard's concern about each individual member of TEAM Coast Guard. The Auxiliary Operations Excellence Program promotes fellowship among Auxiliary operations members. The General Assessment of Risk (GAR) before and during each patrol includes factors such as the personal health and well-being of each member of the team. Concern for safety is paramount but so is concern for fellow crew.

In addition to the above, in Flotilla 3-10, our Shipmate list of memorable dates, our “Member Mate” program, our annual picnic, and other social opportunities like “Cruise Crews” for us all – spouses included – to come together are integral to our fellowship and camaraderie. Our bonding stems from being– from the beginning–being like-minded about boating itself, then becoming dedicated together to the promotion of recreational boating safety, and to being concerned in a personal, individual way about one another.

We're in good hands – together.

Joe

## FLOTILLA JULY CALENDAR

- Saturday July 16, 2016 . . . Training Day and Division 3 Meeting – Kilmarnock**
- Monday July 18, 2016 . . . . Flotilla Meeting, Snacks – David DeGrazia**
- Thursday July 21, 2016 . . . Flotilla 3-10 Anniversary (1977)**
- Saturday July 23, 2016 . . . ABS Class – Montross, Stratford Harbour Community Clubhouse**
- Saturday July 30, 2016 . . . . FSO-Reports and Calendar additions Due**



## FIRST AID REVIEW

Following May's Flotilla 3-10 meeting Alvin Lynn gave a review of First Aid Techniques that utilize simple everyday items that can be used to assist an injured person if no other options are available.

As always Alvin was very animated and had the full attention of the flotilla audience.



### WHAT WOULD YOU DO?

You have been asked to meet a boat owner at his marina to do a Vessel Safety Check on his 32 foot Sport Fisherman powerboat. It's not the best of days, 15 knot winds and showers on and off.

When you arrive the owner is already on board, and has begun to get gear ready so you can perform your VSC. The weather holds off long enough for you to check all the exterior hull, decks, and running lights.

Your timing is good, as you move into the cabin area the rain lets loose. The owner is very cooperative, has much more than the necessary equipment, and you're confident the vessel is very seaworthy and safe. The owner unlocks the head compartment, and you quickly observe that he has a CG approved Type II Marine Sanitation Device installed. As you check out this area and system you notice that there are no provisions made to keep the discharge from being pumped overboard in no-discharge zones. You know that this could be a serious offense if boarded by Law Enforcement officers.

### WHAT WOULD YOU DO?

Tell this owner he better get this fixed or he'll pay a big fine, 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.

## DAVID DeGRAZIA AMPLIFIES OUR NEED TO COMMUNICATE WITH THE DEAF



Flotilla 3-10's David DeGrazia teaching basic hand signing at the May Flotilla meeting

**D**avid DeGrazia was diagnosed as profoundly deaf at birth and today wears a cochlear implant. If you stand in front of him he can understand you by reading your lip movements. In addition he is fluent with the most widely used sign languages and of course can speak well, but in a monotone.

David joined Coast Guard Auxiliary Flotilla 3-10 in November 2015. He tells us that the CG Aux inspired him to face the challenges within the real world of communication, focusing on safety, boating



education, program visitor and VSC. It has helped him to reach out to meet his new shipmates, business owners, and others including the deaf community to help them understand the need to communicate with sign language as a visual communication tool.

David loves to teach and encourage his shipmates to

learn simple sign language in case they encounter any deaf or hard of hearing person who can not speak well during their Auxiliary activities. He wants us to just keep in the back of our minds that the Coast Guard and the CG Auxiliary can communicate with everyone.

It is David's opinion that learning to sign is the perfect way to communicate with the deaf community to learn about safety and boating rules without getting frustrated and misunderstand each other.

He gives credit and a "thank you" to Joe Riley FC 3-10 who encouraged him to get involved and face the challenges with the CG Auxiliary and an additional "thank you" to his shipmates of Flotilla 3-10 who encourage and support him with so many options to participate in the CG Auxiliary.



David DeGrazia interview through Erik Amato-editor.



## FLOTILLA 3-10 KICKS OFF NATIONAL SAFE BOATING WEEK WITH IT SECOND ABS CLASS OF THE YEAR

For the second consecutive month Flotilla 3-10 was forced to change the location of its ABS Class to accommodate the high enrollment activity. This new high interest has been triggered by the upcoming deadline of July 1st requiring any Virginia boater operating a motor boat with more than 10 horsepower to carry proof of successful completion of a NASBLA approved boating safety course.

On Saturday May 21st, the first day of 2016's National Safe Boating Week, Flotilla 3-10 instructed and graduated 42 students in Callao, VA. The previous month of April had Flotilla 3-10 instructing and graduating 38 students at the Stratford Harbour POA clubhouse.



Two additional ABS classes are scheduled to follow in consecutive months through June and July, where advance registration continues to be very high.

A big thank you to Joe Riley FC 3-10 who is acting as the flotilla PE officer. Joe has mastered all the logistics of finding initial locations, due to response-finding larger facilities, ordering materials, distributing class flyers, locating vendors to supply lunches, scheduling instructors and aids, answering each and every phone call, and all the other essential details needed to complete a successful ABS Class. Bravo Zulu Joe.

Erik Amato FSO-PB 3-10

On June 4, 2016, Andy Baltins, Julian Everly, Ollie Knight and I worked the 24th Annual 7.5 mile Potomac River Swim. It was a pleasant overcast day with smooth seas and a nice breeze.



Ed Gray Flotilla Vice Commander 03-10

Our job was to protect the swimmers from boat traffic and since we have been doing this for several years we all knew what to expect. The approximately 30 swimmers set out from Hulls Neck, Virginia each with the goal of swimming across the mouth of the Potomac River and reach the finish point at Point Lookout State Park on the Maryland side.



The event planners provided guide boats as well as each swimmer had at least 1 kayak paddler for protection. The water temperature was 74 degrees.



We watched them all start together and then string out across the mouth of the mighty Potomac River. We all know that is one powerful body of water. It wasn't a race against time but a race against themselves. I could not help but wonder who in their right mind would attempt this feat? What possesses a person to do something this challenging? Afterward I gave it some thought and decided it is what some very dedicated people like to do. They challenge themselves to do something they like for the feeling of accomplishment. I am



sure they got a card or ribbon or some trinket at the finish for making it across but that was not the real prize. I think the prize was the bragging rights for what they did that others cannot, will not or at least have not done. (Count me amongst all 3 of those.)



Certainly not the same but we do the USCG Auxiliary missions because it is what we like to do, because of the feeling of accomplishment we get and because it is needed. We enjoy volunteering. To the best of my knowledge all the swimmers successfully made it across the river. When it was over and we were released from duty we were thanked and each of us got a 'T-shirt' from the event. That was our "thank-you" for helping to keep the swimmers safe. I know for a fact that none of the swimmers were run over by any boat traffic. That means we accomplished our goals as well. My congratulations to the swimmers, the event staff, and to all who helped make it a safe day.





## WWII GERMAN SUBMARINE U-1105 RESTS INSIDE FLOTILLA 3-10'S AOR

Not very far from the beautiful sunset photo of Ragged Point Light on the cover of this newsletter, lies the remains of the WWII "Black Panther" submarine. Here's the story:

The German U-boat, U-1105, a modified Type VII-C German submarine, was sunk in 90 feet (27 m) of water in the Potomac River at Piney Point. The sub was built in 1944 at the Nordseewerke Shipyard at Emden, Germany. It was launched April 20, 1944 and commissioned into the Kriegsmarine on June 3, 1944. It was an experimental design. It was one of 10 or fewer German Type VII-C submarines outfitted with a synthetic rubber skin (Alberich) designed to counter Allied sonar devices. The coating absorbed sonar signals instead of reflecting them back to Allied ships in that "ping, ping, ping" sound familiar to anyone who's watched a submarine war movie. This sub was nicknamed "Black Panther" from the color of the synthetic covering material.

In its only mission of the war, in March of 1945 the submarine sailed from Wilhelmshaven for Kiel. It took on provisions, fuel, and ammunition and torpedoes, and in early April sailed from Kiel to Norway to conduct final testing and crew training before setting out on patrol. From the south coast of Norway, U-1105 set a course for the west coast of Ireland, eluding Allied air patrols, sub chasers equipped with ASDIC, and at least one large English minefield along the way.

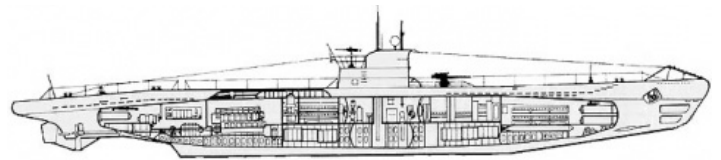


The "Black Panther" patrolled off the west coast of Ireland from 6,600 feet (2,000 m) away, in Black Rock, hunting along the Allied convoy routes. The submarine's commander was a 25-year-old lieutenant named Hans-Joachim Schwarz. On April 27, 1945, it found three British destroyers. The



U-1105 fired two acoustic torpedoes. The destroyer escort HMS Redmill, a 1300 ton TE Captain Class frigate, was struck, although not sunk, and 32 men were killed. Allied ships searched for the "Black Panther" without success. The killer submarine dove to 330 feet (100 m) to escape a counterattack, laying silent on the bottom, cloaked in its black suit and remained undetected by the Allied search that ensued. It survived 299 depth charges in 31 hours, as counted by its crew. The U-1105 resumed patrol for one week until May 4, when the crew

received a radio order telling them that the war was over. The submarine was ordered to an Allied base in northern Scotland where it surrendered to the British.



The U-1105 was turned over to the U.S. Navy for study, testing and experimentation with a new depth charge. It took the U-boat 16 days to sail from England to the United States. During the transfer, the U-1105 encountered very heavy seas. By the time it reached its destination at the Navy Yard near Portsmouth, VA, much of the U-1105's rubber coating had been torn loose and lost - the primary reason the Navy wished to acquire the vessel.

Research on the remainder of the rubber skin of the "Black Panther" began in early 1946. It was damaged and sunk on September 19, 1949 in 20 seconds by a Navy Explosive Ordnance Disposal team, settling into its final resting place a mile offshore at the bottom of the Potomac River. For more than thirty years, the U-1105 lay lost to history. Mistakes in archiving the coordinates of the site resulted in the boat being lost. When the Navy recorded its location, someone trans-

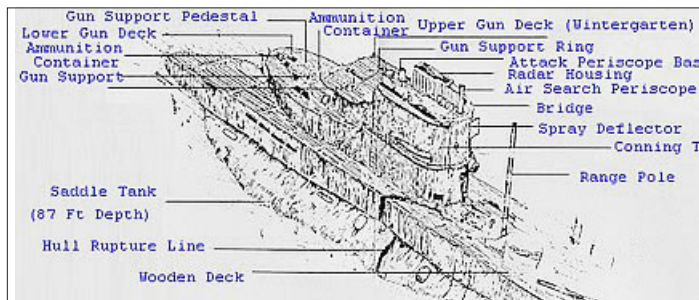
## U-1105 "BLACK PANTHER" cont.

posed its longitude figures from 76 degrees west to 67 degrees west. That put the sunken submarine several hundred miles into the Atlantic Ocean in water too deep for divers.



U-995 on display in Europe is the same class as the U-1105 "Black Panther"

Years after a Navy disposal team sank the sub, in June of 1985, it was "rediscovered" by a team of recreational divers from Virginia led by Uwe Lovas, who figured out the mistake after seeing a photograph of the final explosion. Land was in the background; the U-1105 couldn't be several hundred miles out to sea. However, an unidentified shipwreck was offshore at Piney Point, longitude 76 degrees west. That turned out to be the "Black Panther".



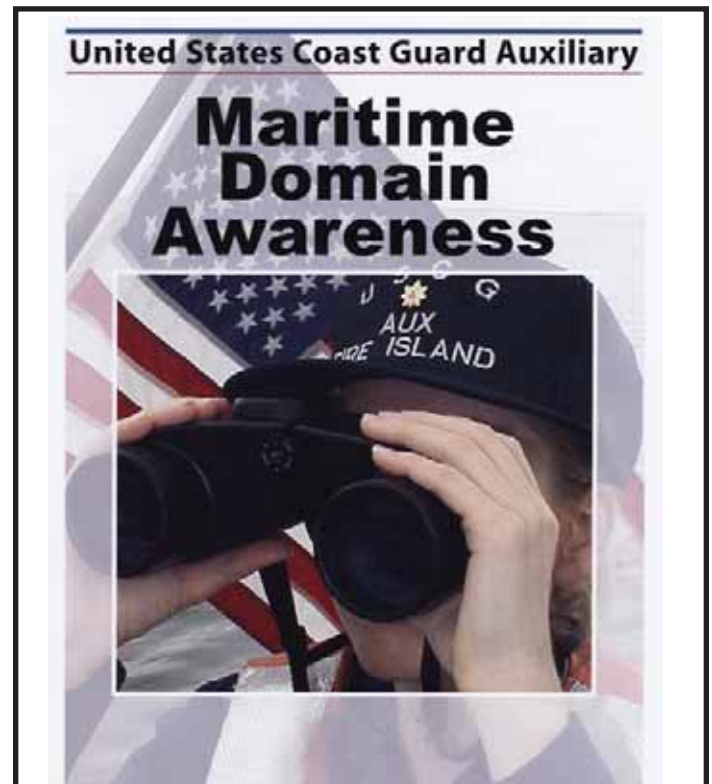
In 1992-93, with support from the St. Clement's Island-Potomac River Museum, the Maryland Historical Trust, and Sea Colony Aqua Sports, the site became the subject of an archeological survey expedition. Supported by financial assistance from the Department of Defense Legacy Resource Management Program, and a cooperative agreement

between the Navy and the State of Maryland in 1995, the U-1105 wreck was designated as Maryland's first historic shipwreck preserve. The preserve is intended to promote the preservation of historic shipwreck sites while making them accessible to the general public.

The site is now marked with a mooring buoy. At most times of the year, the only visible portion of the U-1105 is the conning tower. The lowest point of the wreck is at a depth of 91 feet, the shortest point is at a depth of 65 feet in near-zero visibility with a swift, constant current. Visiting the wreck is discouraged, as it is considered an advanced dive. Divers must register the dive with the Maryland Historical Trust first, and follow specific safety guidelines.

### Information source:

<http://ww2live.com/en/content/world-war-2-story-and-shipwreck-german-u-boat-u-1105-black-panther>



**KEEP A VIGILANT WATCH**



## FOLLOW-UP

Shortly after Flotilla 3-10 Water 'n Kids educational team (Carroll Barack, Alvin Lynn and Fred Woodard) completed their "end of school year" efforts teaching 672 local students boating safety, the school officials sent the following Public Service Announcement to the local media.

Westmoreland County Public Schools  
141 Opal Lane  
Montross, VA 22520

### FOR IMMEDIATE RELEASE

Contact: Patricia Kelly Long, Public Relations  
Tel: 804-493-8057  
Cell: 804- 296-2339  
Email: longpa@wmlcps.org

May 11, 2016

Staying Afloat  
By Patty Kelly Long, Westmoreland County Public Schools

It is hard to keep the attention of a room full of squirming, giggling kindergarten students. Put them in a gymnasium, sitting on the floor, listening to a PowerPoint presentation on water safety and the results could have been disastrous. However, the men of the U.S. Coast Guard Auxiliary kept the youngsters of Cople Elementary School and Washington District Elementary School entertained as they educated them on the rules and regulations of water safety. The children shouted out answers to the men's questions and gleefully tried on life preservers and tossed life preservers.

Auxiliary members Fred Woodard, Carroll Barrack, Alvin Lynn, and Ed Gray began this program over six years ago. They recently expanded the program to include more school systems. As Mr. Gray explained, "It was a team effort, but that is what we do as Auxiliary members. Anything we can do to make for safer boating and water usage, whether it is for kids or adults, benefits everyone."

The program focused on water safety as it relates to both swimming and boat safety. Children were taught how to act on a boat and what to do if in trouble on the water. In the life jacket demonstration, one student had put on a very large life jacket that hung hugely from his small frame. Mr. Woodard showed the crowd how easily this slipped off him with only a tiny tug. The student put on a properly sized life jacket and demonstrated how hard it was to get that one off. Each student received a coloring book and a certificate from the U.S. Coast Guard Auxiliary.

Westmoreland County Public Schools thanks U.S. Coast Guard Auxiliary Flotilla 3-10 of Callao, Virginia for being a partner to our schools and its students.



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



## WHAT WOULD YOU DO?

Normally we see overboard discharge controlled by locking a seacock in the closed position, or securing a Y-valve with a non-releasable wire tie, or by removing the handle.

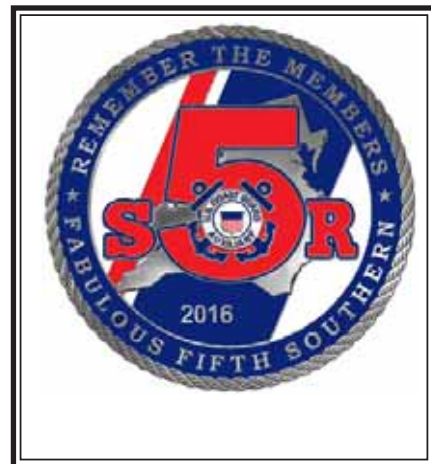
In this particular case, you witnessed the owner unlock the head door. This is perfectly acceptable, as long the owner/operator keeps the key in his possession and keeps the head door locked at all times when in a no-discharge zone.

We can also accept a combination of switches that must be pushed simultaneously to activate discharge, and also switches that can only be turned on by inserting a key.

Another important thing to note is that many larger vessels are equipped with treatment systems that can be discharged overboard (ElectraSan/ElectroScan). These treatment systems require periodic service to operate properly and must have a 12 volt power supply, a salt supply (either adequate salt water or a salt brine tank installed in the system).

We are not trained to determine if these units are functioning correctly, so the best thing we can do is question the owner about service intervals and ask for the owner to cycle the system. If there are strong odors coming from in and around the treatment unit, you may withhold the decal if you feel the unit is not functioning correctly.

If all other VSC items check out OK, you can award the decal to this vessel. Don't forget to ask the owner if he has any interest in joining the Auxiliary.



## FLOTILLA 3-10 BRINGS THE BOATING SAFETY MESSAGE TO THE TAPPAHANNOCK *RIVAFEST*



The Tappahannock-Essex County RivahFest 2016, a fun community festival that was held in downtown Tappahannock Prince Street on June 18, 2016. RivahFest 2016 was even better than last year, when more than 12,000 visitors got a first-hand look at our community's most outstanding features-and had fun doing it.



**COASTIE** standing ready to entertain the crowds!  
Sal Puglisi, Carroll Barrack and Fred Woodard man the booth

Flotilla 3-10 again participated in the RivahFest event with the mission of bringing a boating safety message to the attendees along with a Auxiliary recruiting plea.

This is an annual event for the area and for us to display the famous "**Coastie**" the **Safety Tug** and wave the flag for the USCG as well as the Auxiliary. In the course of the day Coastie talked with children and adults alike. The kids are always amazed that this little Tug Boat talks with them and knows their name.

It was an additional reward when the kids say we studied about you in school, we then know that our



Alvin Lynn providing information to two young attendees with Sal Puglisi in the background

safety message got through to them in our Water 'n Kids Program at their schools. It was fun to see adults stop and look at Coastie and you can tell they wanted to talk with him as well.

We gave out coloring books, brochures and other materials as well as the "*What is the Coast Guard Auxiliary*" flyer. We displayed life jackets and answered questions on what sizes might be needed and where they could be purchased. It is too difficult to estimate how many people visited our display but we talked with all who stopped about boating safety and the importance of wearing a life jacket. It was a rewarding day for us manning the booth as well as the RivahFest attendees.

Thanks to Carroll Barrack, Fred Woodard, Alvin Lynn, Sal Puglisi and Ed Gray for their enthusiasm bringing the safety message to our community.





# GIMME FIVE IS STILL ALIVE!



*TRY THIS CONCEPT  
AND  
WATCH THE VSC NUMBERS  
GROW*



**EVERY VESSEL EXAMINER  
GIVE US 5 FULL DAYS DOING VSC's  
THEN SPEND THE OTHER 360 DAYS ON OTHER  
AUXILIARY MISSIONS**

# 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 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