

# BOATING SAFETY ADVOCATE

# Newsletter



FLOTILLA 3-10



CALLAO, VA



September • 2016 • Erik Amato FSO-PB

## THE POTOMAC RIVER . . . ON ANY GIVEN DAY!



The photo panels on this cover depict the ever changing face of the Potomac River.

From beautiful sunsets, picturesque schooners and square rigged sailing ships, special events, lost vessel recovery, extreme hazards to navigation, and assistance to stranded recreational boaters.

Each representing an average Auxiliary Patrol Day, with our boats and crews "standing ready"!



Joe Riley Flotilla Commander 3-10

**“W**hat's it all About, Alfie?” That's a good question to ask about all the numbers we report to Jack O'Neil FSO-IS each month. Or that we should report monthly.

The numbers reflect how busy we are, who gets awards for being productive members, where we stand in the scheme of things – compared to past years, to other Flotillas, to District or National averages, etc.

As important as those comparisons might be as measures of our success, the real value of our numbers is in how many recreational boaters – our customers – that we engage with. Our overall objective is to promote recreational boating safety.

How have we done?

So far this year, face-to-face, we have reached:

- 380 boaters during vessel safety checks,
- 186 students in adult public education courses and countless others who inquired about our many multi-media announcements but took a course on-line because of scheduling conflicts,

•670 children and school teachers through our “Kids 'n Water” education program in four Counties in the Middle Peninsula and Northern Neck.

We have also conducted 500 RBS Program Visits to distribute boating safety information to the recreational boating public at large. Many of these involved or resulted in direct talks with boaters and the Partners themselves. And then there are the several dozen Federal and Private Aids that have been verified or reported as discrepant – potentially saving boaters from avoidable groundings.

We know that a boater who completes a boating safety class is 4 times less likely to be involved in a boating accident. Boaters who get a VSC are more likely to be safe boaters and be recognized as such by those passengers who see their Safety decal. Kids who are educated in the wearing of life jackets are more likely to ask their parents “why don't you wear one?”.

The numbers add up in their own right or perspective but they also add up to show the incredible job you have done promoting recreational boating safety.

Job Well Done

Joe

## FLOTILLA OCTOBER CALENDAR

- All Month . . . Continue RBS Challenge - Give Me Five Full Days of VSC's
- Saturday October 8, 2016 . . . Division 3 Meeting – Tappahannock, VA
- Monday October 17, 2016 . . . Flotilla Meeting – Snacks Fred Woodward
- Saturday October 30, 2016 . . . FSO-Reports and Calendar additions Due
- All Month . . . Give thanks to all spouses for their support



### WHAT WOULD YOU DO?

You've just completed a VSC on a 26 foot power vessel belonging to recent graduates of your ABS class.

The owners were two of our best students, the vessel has more than the required equipment, and you have high hopes of recruiting them into the Auxiliary in the near future.

The owners remembered what you said during the class "that some insurance companies give discounts to graduates of boating safety classes and also possibly those who get a Vessel Safety Check on their vessel". They're happy because their insurance company offers discounts for both.

They hand you a form from their insurance company and ask you to check it off and sign it. Then they can get their discounts.

### WHAT WOULD YOU DO?

Would you – be glad to sign it, it's similar to our AUX 204 form and you've already done your VSC paperwork. You really want to recruit these folks!

**or What?**

The answer is elsewhere in this issue



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

On many occasions throughout the year I've commented that 2016 is a very important year for us. What we've accomplished to date and what we do now during the balance of the year continues our building for 2017 and beyond. As our membership ages, we may not be able to achieve large leaps in our numbers, but we can certainly maintain the outstanding quality of the missions and services we provide.



Ed Gray Flotilla Vice Commander 3-10

Gary Palsgove FSO-HR along with others has done an outstanding job of recruiting new members. Sal Puglisi has as well and there are possibly more in the immediate pipeline. My thanks to all who have rattled the bushes even if we have not all been successful. We never know who might 'think' about it and come back later. This is not only a need in our Flotilla but our organization as a whole.

As I review the qualifications and successes that our membership has accumulated this year, I'm impressed. We have very good attendance at our meetings. Our PE classes are professional and well attended. We do more PVs and VEs than any other Flotilla in our Division. We have more PA hours than some of our counterparts. We are a very strong second in RBS hours and we seem to be the only Flotilla doings ATONs seriously.

We know it's not a competition, but the bottom line is, WE are a small and VERY active Flotilla with accomplishments we can be very proud of. We are a Flotilla with a history and with your help certainly a future. As of today no one has stepped forward to be either Flotilla Commander or Vice Flotilla Commander. **I will! How about YOU?**

Help shape our future and be a part of Flotilla 3-10's leadership for 2017 - there is time.



## TODAY'S "SEMPER PARATUS - ALWAYS READY"

The United States Coast Guard is a multi-mission service that has helped ensure the safety and prosperity of the nation for 226 years.

The Coast Guard traces its history to 1790, when rampant maritime smuggling was starving the fledgling nation of desperately needed tariff revenue. At the urging of Alexander Hamilton, considered to be the Coast Guard's founder, President George Washington approved the construction of a fleet of ten boats, or revenue cutters, to serve as an armed customs enforcement service. These cutters and their brave crews were the earliest forerunners of today's Coast Guard.

Today, on America's waterways and oceans, the Coast Guard is the nation's first responder. In addition to saving lives at sea, the Coast Guard enforces maritime law, maintains shipping lanes, breaks ice, protects the marine environment, responds to oil spills and water pollution, ensures port security, and combats terrorism. In times of emergency, the Coast Guard is ready for action, working with maritime, law enforcement, and military partners. The Coast Guard has served alongside the other armed forces in nearly every armed conflict in the nation's history.

The Coast Guard's active duty men and women serve proudly along with reservists, volunteer Coast Guard Auxiliarists, and civilian professionals. From across the nation and every walk of life, through basic training at Cape May, New Jersey, or the Coast Guard Academy in New London, Connecticut, service members share a commitment to excellence and service above self, embodying the Coast Guard's core values of honor, respect, and devotion to duty.

At the nation's founding, Alexander Hamilton wrote that "a few armed vessels, judiciously stationed at the entrances of our ports, might at a small expense be made useful sentinels of the laws." While missions have expanded and evolved, the Coast Guard remains *Semper Paratus-Always Ready*.

The members of Flotilla 3-10 are proud to serve by their side!

A place close to home – Sunrise on Cabin Point Creek



## SEPTEMBER 11<sup>th</sup> REMEMBERED

**S**eptember 11th 2001 is seared in everyone's memory.

We each can probably recount where we were when we heard of or watched the attacks unfold.

Flotilla 3-10 members responded instantly - many leaving work in some cases and family in all cases - to stand at the ready at Station St. Inigoes for over 30 days. I don't recall that there was an award. I know that we proudly felt that our service alone was recognition enough..

Of course, our highest respect was and is owed to those who perished during the attacks.

Not everyone in the Flotilla knows that Wayne Ploger (now retired) lost his brother Robert who was aboard Flight 77 in the attack on the Pentagon. Robert's wife was also on board in route to their honeymoon.

Just yesterday, in response to my own brother's passing, Wayne, told me --not for the first time-- how much it meant to him that the Flotilla had reached out to him and his family in their time of grief and need after the September 11th attacks.

Fellowship -- caring and accounting for one another-- helps the Flotilla keep on ticking together and reminds us that we are also a part of TEAM Coast Guard.

Celebrate and commemorate our legacy of service to others and to one another.

Thank you for yours.

Respectfully, Joe Riley

**F**rom my location I could see black smoke from the Pentagon and Marines with M16's patrolling the streets. Gun boats with front mounted 50 caliber machine guns were traveling up and down the Anacostia River.

Everyone kept calm and we were ready to give whatever support that was needed. Soon after, surface to air missiles were deployed on the top floor of our parking garage and I bet they are still there today.

Dave Barack



**PV1 Chase Langham**  
Erik Amato's grandson

## SEARCH FOR THE HEADWATERS OF THE POTOMAC RIVER

**M**ost of us in Flotilla 3-10 sooner or later will spend some time on or near the majestic Potomac River. Here along the Northern Neck the Potomac is a wide and formidable body of water terminating as it merges with the Chesapeake Bay at Point Lookout. Have you ever wondered, “where does it begin”?

To answer that question, in 2003 Joe and Carole Riley went on an “expedition” to discover it's headwaters. Following are portions (some editing for space) of an article they wrote which was published in the Westmoreland News. Enjoy the adventure.



THE BEGINNING! The water emerging from this spring will eventually flow hundreds of miles, past our nations capital, our Northern Neck of VA and into the Chesapeake Bay

Joe and Carole asked themselves “Where are the headwaters of the Potomac River? How do we find it? Who first discovered it?” These days, discovering the Potomac's headwaters isn't exactly “discovering” anything. On a weekend with a car, all you need is a map.

Well, not exactly. For one you need to be watching for inconspicuous road signs and two, it depends on who you ask where it is and what directions you get. In a random survey before and during our own exploration, we heard the headwaters are somewhere around Great Falls, Va., or maybe in Maryland somewhere. Or perhaps somewhere in West Virginia, but then it depends on who you ask from West Virginia, they don't all agree. Someone even suggested it must be in Headwaters, Va.

Doing a search on the Internet got LOTS of information about the Potomac River. Narrow it down to the “Fairfax Stone” or “Fairfax Line” and bingo, you've got it. All but the latitude and longitude and driving instructions. Hey, we're into discovery, let's go find it. After all, as members of CGAUX Flotilla 3-10, don't we know where the headwaters are? We patrol on the Potomac River, but until this expedition we didn't have the “local knowledge” of the headwaters. Most boaters don't either, according to our survey. So we set sail in our RV to find the holy grail of the Potomac - the “Fairfax Stone”.

The “Fairfax Grant” was actually from King Charles of England to Lord Culpeper. But one of Culpeper's daughters married Lord Fairfax and after the Culpeper's passed away Fairfax owned it all. In any event the grant was also called the Northern Neck. It extended from the Atlantic Ocean to the “first heads or springs of the Potomac and Rappahannock Rivers.

One could tell where those rivers empty into the Chesapeake Bay but where on earth do they begin? So in 1736, the Fairfax surveyors went to find the place they could pinpoint as the Potomac headwaters. Up the Potomac they went - to it's junction with the Shenandoah River at Harper's Ferry, then on to it's junction with the Southern Branch of the Potomac near Old Town, Md. Nope, the Southern Branch didn't look right. They must have reasoned that, although there was more water coming from the Southern Branch, the valley of the Northern Branch looked wider and more in tune with the River for whose headwaters they were searching.



A very modest flow at the headwaters

## POTOMAC RIVER EXPEDITION (cont.)

So on they went to the northwest, through present day Cumberland where the river bends and comes from the Southwest. The Fairfax Grant would have been much smaller had they decided on the South Branch. Big time smaller!

The North Branch of the Potomac finally ends - or starts - in a burble of springs 383 miles from it's mouth at Point Lookout, Md. The Fairfax Stone sits a ways off the main road that runs from Thomas in Tucker County, WVA to Redhouse, Md. Today on Backbone Mountain, there is a highway marker pointing to a 4.5 acre state park that surrounds the "Fairfax Stone". Not surprisingly, the park is called "Fairfax Stone Monument State Park". At this point the infant river is not sufficient to even float a boat, or even in it's first five miles of travel. This watershed is the home to millions of people, farms, industries, and governments that pollute it terribly. In the 1960's then President Johnson called it a national disgrace.



But what of the Stone? The original stone, erected in 1746, was a small pyramid of sandstone bearing the letters "F-X". In 1859, a surveyor named L.N. Michler described the stone as "... a rough piece of sandstone - shapeless in form it would scarcely attract the attention of a passerby". However, vandals destroyed that stone in the 1880's. A concrete marker replaced it on August 12 1910. This modern Fairfax Stone was described as "a monument three and a half feet square, two feet deep, set flush with surface of the ground, with a height of four feet four inches. It was marked with "FX-1746" on the south side and "1910" on the north side. It remains on the site today although barely readable".

In 1957, a new stone - a natural boulder with a bronze tablet - was placed to overhang the spring. The spot marks the corner of three West Virginia counties and

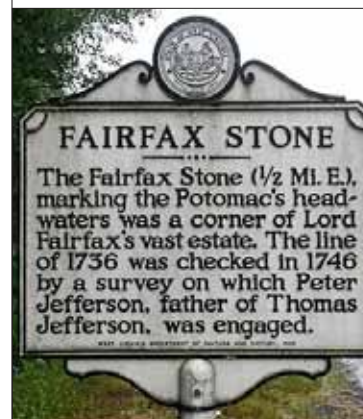
the State of Maryland. The older "1910" marker signifies the Supreme Court decision in Maryland vs. West Virginia over the state line boundary. The Fairfax Stone is literally a cornerstone of West Virginia.

And what of George Washington, who in earlier years "could not tell a lie? He was hired by his "uncle" to help determine where the Fairfax Lord's property extended. But note: the first survey of the Potomac headwaters was done in 1736. The so-called Fairfax line was surveyed across mountaintops and down valleys between the Potomac and Rappahannock Rivers. At age 4, George being born in 1732, it is not likely he was along, even if just for a very bumpy ride.

The second survey to settle a heated dispute between Lord Fairfax and the Commonwealth of Virginia was conducted in 1746. Virginia claimed the Northern Neck ended at the falls at Fredericksburg and Great Falls, Md. Virginia lost! It seems the feud between Northern Virginia and the rest of the State predates current controversies by nearly 300 years.

Nowhere in the meticulous journal of the 1746 survey is Washington mentioned. Washington learned to be a surveyor at age 15 in 1747. By age 16, he assisted James Glen in surveying Lord Fairfax's lands. By age 17, in 1749, he had enough of a reputation to be appointed official surveyor for Culpeper County. "First in war, first in . . ." but NOT first to place the Fairfax Stone at the headwaters of the Potomac.

(Note: the lead surveyor in 1746 was the father of Thomas Jefferson. That survey party re-surveyed a 76 mile straight line from the headwaters of the Rappahannock to the Potomac and back again to within 100 yards of the start with only compass, chains and poles. The Fairfax Line remains a boundary line for



several present-day counties in Virginia and West Virginia and several pieces of private property.

Joe and Carole Riley

## TIME TO GIVE YOUR TRAILER A LITTLE “LOVE”?

Many of us have one (and sometimes more than one) of those handy assets we call trailers. They carry our boats, personal water craft, kayaks, lawn mowers and the like. And too, like many of us they vary in size, weight and capability. I'm guessing, but if I were a betting man I'd bet that most of us take them for granted and pay them very little attention - until they demand it. A little TLC can go a long way.



The majority of multi axle trailers have drum brakes, which can use two types of brake

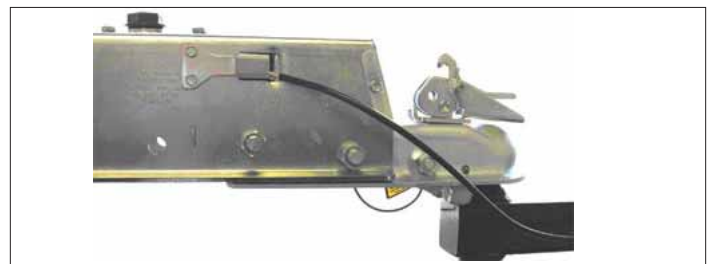
assembly's – conventional “non-backing” and “free-backing” set-ups. Hydraulic surge couplers with free backing brake units are now the most common and widely used.

Small single axle (2 wheel) trailers, such as one for a jet ski or utility work around your home, maintenance can be minimal. No state inspection is necessary and little paint touch up, a shot of grease in the wheel bearings, pump up the tires when they need it, is all that it takes to keep it serviceable.

But what about those bigger trailers we carry our heavy boats on - the ones with two or three axles (4 or 6 tires), designed to carry somewhere between four and ten thousand pounds. These “big boys” required a significant investment on your part and should be maintained on a regular basis. Neglect just adds to your overall cost in the long run. Let's take a quick look at what some of these bigger trailers have that should be checked periodically.

Multiple axle trailers will have a brake system (DOT and state requirement) that will assist in stopping the “load” without total reliance on the vehicle brakes. Some only have brakes on one axle, others on all axles. There are several options for brakes used on these units - either hydraulic or electric actuated, and either of these can use drum or disc brake rotors like cars and trucks. Just like your pickup or car these brakes need periodic checking and

Safety starts on all trailers where the “rubber meets the road”, the tires. The general consensus is to use tires that are 1) rated for **only** trailer use (no auto tires), and 2) rated for the weight load the trailer will be carrying. The tires will remain serviceable for a long period of time (most of us don't tow enough miles to wear tires out) if we take some basic precautions to slow down “dry rot”. There are several basic killers of tires - sun, sitting in the dirt or mud for long periods of time and air pressure. So, to have your trailer tires have a long and happy life it's recommended to place sun covers over the tires when parked, park the trailer on something hard that drains well like patio tiles or concrete, and when using the trailer keep the tires inflated to their proper pressure (max pressure can be found on the tire sidewall).



Hydraulic surge coupler

Your surge brake coupler is the heart of the braking system with the hydraulic actuator riding just behind coupler ball. You need to assure that this “master cylinder” has the correct amount fluid in it by opening the top cover and inspecting the fluid level. If any is needed be sure to use only the “approved type” for that unit (stamped on top or side).



Standard brakes



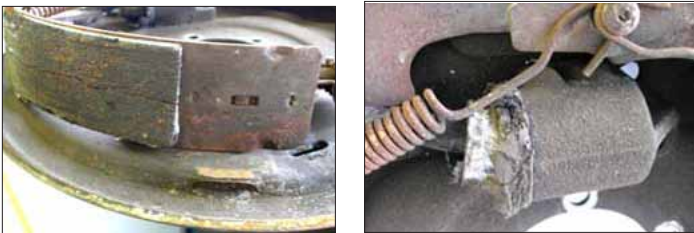
Free-backing brakes

Again, all trailers have greasable wheel bearings. Light duty trailers will probably need the wheels removed to grease the bearings. A small investment to purchase “bearing buddies” (greasable dust



## TRAILER LOVE (cont).

covers) for your small trailer can simplify keeping things well lubricated. On heavier/larger trailers having these greasable hubs is almost mandatory. On multi-axle boat trailers I recommend to grease the bearings before hitting the road and just prior to launching the boat at your destination. (This helps to refresh grease that may have liquefied from heat build up during the road trip, and slow down water intrusion during submersion while launching the boat.)



Defective trailer brake parts - (l) cracked brake shoe and (r) frozen brake cylinder

One other item you can and should regularly check and maintain are the tail and side lights required for road use. This is pretty straight forward, with the trailer hooked to the tow vehicle activate each function and replace bulbs if they have burned out. Today LED sealed trailer tail lights are available and are a smart upgrade when needed. As an added note, keep your trailer and vehicle connector plugs covered to prevent corrosion and dirt intrusion.

Fortunately trailers with brakes are required to have an annual state inspection in Virginia. This is where the professionals will check all your trailer systems, especially the internal parts inside the brake drum. This is where the brake drums, brake shoes, return springs and hydraulic wheel cylinders reside. If you have done your part with reasonable care, this inspection process should be painless (except for a few dollars) and you and your trailer can resume your happy life together.

Erik Amato FSO-PB 3-10



## READY TO HELP

Recently while acting as crew for Gary Palsgrove with the purpose to practice search patterns in preparation for Gary's requalification we received an unexpected radio call. There was a CG 45 foot Response Boat- Medium on the water whose crew was needing some tow practice, and we became their subject "disabled" vessel.



This worked well in that they had some young men and women "coasties" working the "45" who needed the hands on experience. They told us that they especially like training with different civilian boats (this is the real world) instead of only training with other similar CG boats. They took us in a stern tow, and several times into an along side tow which was a little "trickier" inasmuch as the wind had picked up by this time and the water was starting to whip up.

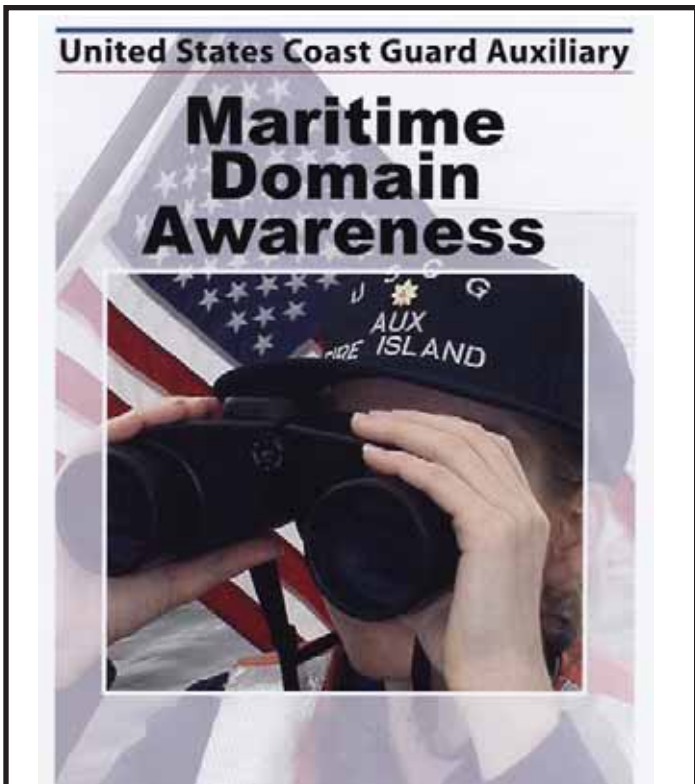


Afterward, we ran a couple Vector Search patterns to sharpen Gary's skills and then headed back up the river and secured the patrol.

Ollie Knight Flotilla 3-10



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



**KEEP A VIGILANT WATCH**



### WHAT WOULD YOU DO?

**BE CAREFUL WHAT YOU SIGN** when conducting VSC's. Many times we are asked to conduct a VSC for boaters who are in the process of purchasing or renewing insurance policies for their boat.

Some insurance companies describe our VSC program in their company Underwriters Manual. The agents that handle many boat policies are experienced with the VSC program and know it's limitations.

Where you need to be careful is that some agents supply their own check-off sheet and ask the owners to have that sheet used, checked-off and signed by an examiner. Even if it is identical to our AUX 204 form, **do not sign it**. *We are only authorized to use and sign the AUX 204 form* (signature not required for decal).

Explain to the boater that we are only authorized to use and sign forms approved by Coast Guard Headquarters.

Recommend that they submit a copy of your completed AUX 204 form to their insurance agent, and be sure you have included your name, ID number and contact number on the 204 in case the agent or owners have any questions later.



*"Sorry, the glass bottom boat is currently closed. The fish sued us for invasion of privacy."*

iboats website



## A LITTLE RIVER ROMANCE!



Well not our famous Potomac River but the Rhone River which flows through the beautiful French countryside, where Gary Palsgrove created a big surprise for his wife Mary en route to Paris.

As the story was told to me by Gary, he wanted to surprise Mary with a special memorable event while on board the River Cruise Boat *PROVENCE*, on it's way to Paris.



He spoke with the ships Captain and asked “can you perform a wedding on board”? The Captain responded “no, not on the river”. Well then can you perform a “faux wedding”? Sure responded the Captain, and a plan began to unfold.

Gary collaborated with the ships cruise director, who put all the wheels in motion. The last evening of the cruise, Gary and Mary were seated at the Captains table, where they enjoyed another fantastic meal prepared by the ships culinary chefs. As the meal was near it's end, Gary and the cruise director exchanged “nods” and Gary stood, swung Mary's chair around, dropped down to one knee and said . . .



“It was almost thirty years ago, on a boat, that you said ‘yes’ and agreed to marry me. Now, again on a boat, will you reaffirm our vows and agree to spend the rest of the voyage that is our lives, together. Would you marry me?” Of course they then kissed and Gary presented her with a small gift and a single red rose.



The Captain put on his full Captains attire, the crew swept into action and the “faux” wedding took place with all the other passengers in attendance. There was the traditional cake and champagne, and I'd guess a few tears.



After the wedding “party” quieted down, Mary and Gary retired to their stateroom to find it adorned with an array of heart shaped towels and chocolates spread across their beds.



I'll have to say that our IPFC and FSO-HR is truly a romantic and has set the bar terribly high for the rest of us. We wish them another happy 30 years!

# 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