

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



CALLAO, VA

November

• 2016

• Erik Amato FSO-PB



**HAPPY THANKSGIVING TO THE MEMBERS,
FAMILIES AND FRIENDS OF
FLOTILLA 3-10**



Photo by Erik Amato

Native Virginia Wild Tom Turkey captured on camera by your FSO-PB in it's full splendor, strutting with his full tail feathers deployed, calling for his mate.

BRIDGE TALK



Joe Riley Flotilla Commander 3-10

“There is a time for everything, and a season for every activity”. There is a reason we celebrate what used to be called Armistice Day – now Veterans Day – without their service and sacrifices we wouldn't have a Thanksgiving Day. So to all Veterans but especially those among us, I say THANK YOU!! Service to higher purposes and to others is in your DNA and plays an important role in the ongoing success of the Auxiliary at all levels. Here are those who responded to the call for this edition of the Advocate:



Andy Baltins: ARMY, 1968-1970, Combat Medic, Company Clerk, Legal Clerk, Served in Vietnam 1969-1970.

Carroll Barrack: Air Force 1960-1964

Monica Benton: Navy 1993- 2003. Yeoman Chief Petty Officer (E8) Served on the USS Nimitz

Dave Brack: Air Force 1966-1970; Presidential Communications Support for Air Force One

Brian Burr: Navy 1980- 1984

Don Chamberlain: Navy; Officer 1967-1978

Julian Everly: Coast Guard 1953-1957; Reserves 1957-1992; Retired Bosun Mate Master Chief

Ed Gray: Air Force 1968-1972 Spain

Oliver Knight: Army 1951-1952; PA National Guard 1952-1958

Phil Landry: Navy 1958-1967 (active duty) Reserves 1970-1995; retired CWO4. Submarine duty and Naval Investigative Service (now NCIS)

Alvin Lynn: Army 1951-1953; Germany Occupation; 1954-1958 Marine Air Reserve Flight Mechanic

Jack O'Neil: Army 1962-1982; two tours in Vietnam; retired Lt. Col.

Wayne Ploger: Army. Enlisted 54-Jun '56; West Point Cadet Jul '56-Jun '61; Jun'61 - Apr '80 Active Duty Officer; Retired Lt. Col.

Henry Przygoda: Army 1969-1971 Vietnam Medic 1970-1971

Roger Sethmann: Navy 1960-1968 Operating Room Tech., Portsmouth Naval Hospital

Charlie Thomas: Army 1964-1968 in France, Germany, Vietnam

Glen Thomason: Army 1961-1981 Retired LTC. Served in Germany, Okinawa, Vietnam and Pentagon. Granddaughter is serving in Africa and Grandson Is in the Air Force. (Talk about DNA)

SOME OF OUR VETERANS – AS THEY WERE



ALVIN LYNN



DAVE BRACK



JULIAN EVERLY



ED GRAY



CHARLIE THOMAS



JACK O'NEIL



WAYNE PLOGER



HENRY PRYZGODA



SAL PUGLISI



ROGER SETHMANN



CARROLL BARRACK



WHAT WOULD YOU DO?

You've been busy all year, recruiting and training new Vessel Examiners, planning Vessel Safety Check events, traveling here and there to meet with boaters who need your help.

It's been really hot, the wind has nearly blown you away, you've had plans rained on, you've been rained out, and you've been turned down and discouraged from time to time. Yet you went out and did it again and again!

Suddenly you look up from your busy Auxiliary life and realize it's getting cold, there's a wisp of snow in the air, Thanksgiving has passed and all the retailers are decorated to the max, and there is an air of excitement stirring in your household.

Everything seems to be closing in on you, there's so little time and so much to do.

WHAT WOULD YOU DO?

The answer is elsewhere in this issue



FC (elect) Ed Gray checks out the Eastern Shore Coast Guard Station at Chincoteague, VA

Written on Veterans Day

DID YOU EVER . . .

Did you ever notice when a Veteran talks about his service career he stands or sits just a little straighter?



Ed Gray Flotilla Vice Commander 3-10

Did you ever notice a Veteran remembers all his duty stations and their dates?

Did you ever notice a Veteran remembers his fellow Veteran with pride?

Did you ever notice that a Veteran rarely talks about his 'fighting' experience and when he does his voice and eyes lower just a little?

Did you ever notice it is usually a Veteran who is first to thank a young serviceman today for his service to our country?

Did you ever notice if you ask a Veteran why he served he never hesitates with his answer?

Did you ever notice when you thank a Veteran for his service to our country he always smiles?

Did you ever wonder where our country and in fact the world would be without our Veterans?

Thank you to our Flotilla Military Veterans, as well as all our Veterans throughout the world, for their service to the country. Thank you for setting an example to be followed by the next generations. A very special thank you, and a prayer, to the many Veterans who did not come back to their families.

I wish all our Veterans a very Happy Veterans Day and offer an even bigger Thank You.

Ed Gray



OK - THE TURKEY WASN'T SO WILD!



These are two of my grandchildren (Kaiden and Cody Beckum) taken while attending a family reunion in Warrenton, VA this summer. The turkey is a niece's family pet and quite friendly. The Tom's hen was sitting on eggs close by. photo by Paige Beckum



ANDY BALTINS RECOVERING

Andy had his 'port' knee replaced on November 7th at Riverside Tappahannock Hospital where Ed Gray visited with him the next day and sent this report. Less than 24 hours post op he was up in a chair eating breakfast and talking up a storm. The plan was to begin PT that day and have him up and walking as soon as possible. Andy is now home and is doing great.

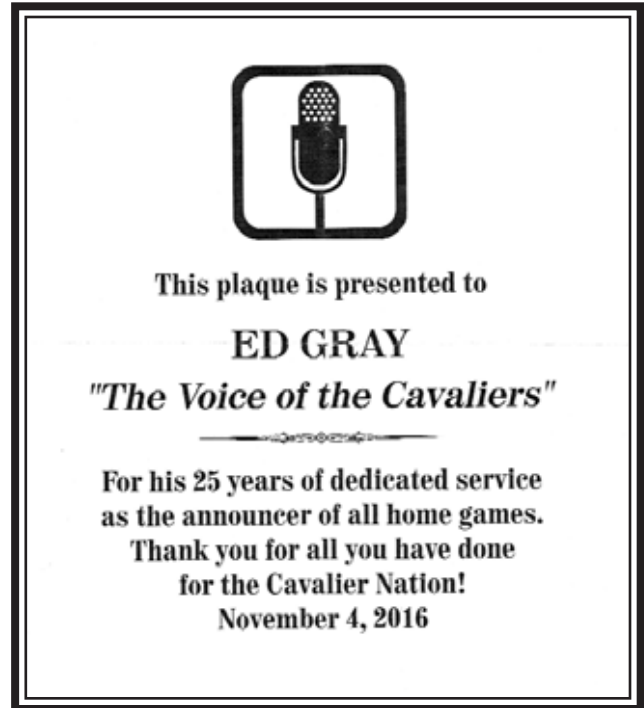
He sends his regards and we send our wishes for a speedy recovery.

ED GRAY HONORED BY KING WILLIAM HIGH SCHOOL

At the last regular season home football game Ed Gray (FC 3-10 elect) announced his retirement after 25 seasons as the stadium announcer of the King William High School Cavaliers. He was summoned to the field and surrounded by his family as he was presented with a plaque marking his contributions. The plaque has a microphone on it and reads: This plaque is presented to ED GRAY "the Voice of the Cavaliers" for his 25 years of dedicated service as the announcer of all home games. Thank you for all you have done for the Cavalier Nation! November 4, 2016



Ed Gray, Flotilla 3-10's FC (elect) is presented with an appreciation plaque for 25 seasons as the "official" Announcer and "voice of the King William Cavaliers" for all home games. Pictured with Ed is his family and on the right is Bob Murray, Retired King William H.S. Athletic Director



FLOTILLA 3-10 SCHEDULES 2 DAYS OF REQUALIFICATION

Day one had Joe Riley and Charlie Thomas requalifying as Coxswain with Julian Everly as QE. By special request Fifth Southern Operations Training Officer CWO 2 Jack Williams was on board as an observer. Day two had Julian Everly and Phil Landry requalifying with Joe Riley as QE. Ed Gray and Ollie Knight played the role of "victim" boat for both mission days. The second day had an interesting twist with fog rolling in during the evolution's.



NOW I SEE YOU – NOW I DON'T



This photo shows a heavy fog bank rolling across the Yeocomoco River, looking toward Green "3" and Red "4". This particular weather event not only affected the AUX training and requalification activities, but many recreational boaters were surprised by the sudden loss of visibility



On Thursday, 20 October 2016, Ollie Kight and Ed Gray were the victim boat for a QE ride on the Yeocomoco River. This is their account.

At approximately 1100 hours we were dismissed from our portion of the mission and prepped for our journey back to the Coan River. As we were readying to get underway the fog began to roll in. In a matter of a very few minutes the visibility went from unlimited to 100 yards. We hesitated for several minutes to see what the fog was going to do, and when it seemed to be lifting we began our journey. That was when it socked us in again. Having a compass, radar and GPS/chartplotter we were able to navigate. We proceeded out of the river at approximately 6 knots with Ed in the bow of the boat both listening and watching for traffic, markers and crab pots and Ollie at the helm watching the

electronics and navigating our course. Our visibility continually fluctuated from 100 feet to 100 yards to approximately 300 yards as we made our way. A journey that usually took 20 minutes took almost an hour and not until we left the Potomac River and got into the Coan River did the fog lift.

During our debrief we discussed what we did right and what could/should have been done. When the fog rolled in we immediately upped our GAR score by 5 points due to the environment. We turned on our nav lights. We proceeded at slow speed with all hands 'observing' and me in the bow watching and listening. A patrol in the fog is not really something you can plan on, it just happens and you have to be prepared. We are pleased with our efforts and very pleased with the safe return to our home dock.

Ed Gray and Ollie Knight

RBS AWARD



At Flotilla 3-10's November membership meeting, Sal Puglisi (right) is presented with the distinguished RBS Award and insignia by Joe Riley Flotilla Commander



WHAT WOULD YOU DO?

KICK BACK, LAY LOW, CHILL OUT, PARTY, HOOP AND "HOLLER", SING AND DANCE. MAKE MISCHIEF, ENJOY AND HAVE SOME FUN!

BUT however you choose to spend these holiday times, remember to **REJOICE AND GIVE THANKS** for all the many blessings, gifts and support that have been given to us during the year.

I am thankful that you and I have had this wonderful opportunity to work together and serve our fellow man through our Vessel Safety Check Program.

Jeanette and I wish you and all your loved ones a most . . .

HAPPY AND JOYOUS HOLIDAY SEASON!

United States Coast Guard Auxiliary

Maritime Domain Awareness



KEEP A VIGILANT WATCH



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

THE REST OF THE STORY

If you recall the article in the July issue of the *ADVOCATE*, several members rallied to help Joe Riley remove his hardtop from his boat. In early November Don Chamberlain and Gary Palsgrove answered Joe's call for help, and the refurbished top was placed back onto Joe's boat, shining like new.



This seems like a great opportunity to tell the “rest of the story” about what happened in between the “off” and “back on” events.

A little background: almost all fiberglass boats have some type of wood encapsulated between layers. This works great as a stress and strength reinforcement, and adds thickness without the expense of additional glass and resin. This is all fine and dandy as long as the surface isn't penetrated, fractured or damaged to the point where water can infiltrate. When that happens, the boat owner is at risk for the wood to deteriorate, causing loss of strength and firmness.

Most boat manufacturers and owners attach things to their boats, such as cleats, rails, horns, radar, antennas and the like. If not properly sealed, over time water will penetrate the attaching points and the wood underneath will rot.

Joe's boat top had a half inch end grain balsa wood core, and it appeared that the previous owner had not installed the radar unit with enough care, and the factory did a poor job of installing the hand rails. The consequence was the balsa core turned to “mush”, losing all it's ability to add strength and support. This article is a “show and tell” account of how it was repaired.



To start, I had to make a “plan” for where and how much to cut. The photo (1) shows much damage from years of freezing and thawing. My concern was to be able to maintain the shape and size of the top so it could be reinstalled without any major modifications. I opted to cut inside the mounting surface and work from there. I carefully drew a cut line to follow, then proceeded. (2) Using a high speed “cut off” tool, I carefully followed my cut lines, lifting the inner top layer as I progressed. Because the inner “core” was in such poor condition, separating the glass layer was not too difficult. This photo shows that when you work with fiberglass, especially when cutting, grinding and sanding, you need to protect yourself. After removing the outer layer of original glass, (3 and 4) there was about 40 pounds of wet, soggy balsa “mush” to be removed. Then with a special saw blade, I routed all the balsa out from under the edges. The top at this point was pretty much just a shell.

THE REST OF THE STORY (cont)



Once cleaned up (5) the top sat in the hot sun for about 2 weeks to completely dry out. There were some spots that had undamaged balsa core, (6) so I saturated all areas with a very thin penetrating epoxy, which hardens and water proofs the remaining balsa. Gravity had to do it's work, so the top was rotated on all four edges to allow the epoxy, and in the next step (7 and 8) a mixture of resin and milled glass fibers to flow to all areas before hardening.

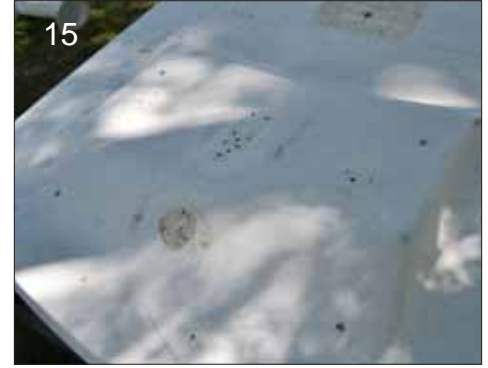


The next steps are where the top begins to retake it's shape and the actual glass mat process proceeds. The first and last layers were 3.0 ounce chopped strand mat which holds a high volume of resin to bond to the old glass components. The two inner layers were made up of bi-axial mat, which is actually two layers of long glass strands placed at a 45 degree angle to each other and a single layer of chopped strand mat, then these three layers are sewn together. Bi-axial mat provides great strength.

All glass fabric (9 and 10) had to be measured and precut prior to beginning the layup process. Photo (11) shows the bi-axial mat in place and photo (12) has the final layer of chopped strand mat and the original top inner layer that was removed from the top, bonding with the help of a lot of weight.



THE REST OF THE TOP STORY (cont)



Photos (13 and 14) shows the beginning of a lot of sanding and fairing to prepare the surface for painting. Now the top needed to be turned over (ouch, it's heavy) (15 and 16) so the unwanted holes and blemishes could be filled and repaired. Then it's on to the final surface prep (17), and paint (18). Once again the top had to be turned over (19) and the final coat of paint applied.

Then it was time to put the top back on (20–23) and Gary Palsgrove and Don Chamberlin brought their muscle and the 4 of us hefted the top back into place. Photo (24) shows the radar and it's newly fabricated anchor light ready for spring installation.



LOOKING BACK . . .



MAKING PLANS . . .

MOVING FORWARD!



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

PLEASE SUBMIT YOUR ARTICLES AND
PHOTOS OF AUXILIARY ACTIVITIES
AND ITEMS OF INTEREST TO:

ERIK AMATO FSO-PB 3-10 5SR
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