

Chesapeake Chatter

Division 23 5SR



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Division 23

Volume 10 Issue 3

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And then it is Fall!!!!

Where oh where did the summer go to? It seems like it was only a few weeks ago that boating safety and boat crew classes were getting under way. And, here it is time for cold water training to start again.

Willie and I would like to thank everyone for the tremendous level of participation that was achieved by the Division and Flotilla's leaders. We are for sure TEAM DIVISION 23!!!! Looking back, we can all be proud of the many hours that were dedicated to public affairs and public education. There were far too many boating related fatalities on the Maryland waters and I, for one, want to think that our boating safety courses and vessel safety examinations helped to prevent even more tragedies. I am looking forward to working with each flotilla to prepare for 2019 safe boating classes. We still have two months to go in 2018 so let's use the time to plan how to enlarge and improve in 2019. Your help is needed and appreciated.

The summer's On-the-Water patrols were a great success. We have several new OPFAC, coxswains, and boat crewmembers. I want to extend our many thanks to Jim Farrell (23-01) for leading the way once again. PWC and paddle boarding is coming into its own and the 2018 effort to educate the public using those watercraft has been effective – hopefully we can expand that effort in 2019. Contact Ron Price or Wendell Norwitz if you can help in 2019.

Unfortunately, Hurricane Florence caused the D-Train to be cancelled. The Spring D-Train

will be held on 22-24 February in Greensboro, North Carolina instead of the Sector Maryland – NCR area. I hope “Old Man Winter” will be kinder to us than Hurricane season was.

The Fall (2019) D-Train is now scheduled to be held in Sector Md-NCR. This gives all of us additional time to consider attending the training offered at D-Train. Think about it – great training and an opportunity to meet Auxiliarist from Sector Virginia and North Carolina.

Willie and I would like to thank everyone for the confidence you showed in our 2018 leadership that resulted in our being re-elected to the DCDR and VDCDR positions for 2019. We shall work hard to ensure that 2019 is an active year in support of the Auxiliary's Mission to assist the U.S. Coast Guard.

The Change of Watch will be held at Renditions Country Club on 26 January from 1400 – 1800. We are already commencing the planning for our Division 23 Change of Watch. The awards committee has had several meeting to identify award winners and meaningful awards to be presented to the recipients.

Flotilla leader elections for 2019 are underway. Willie and I would like to thank those 2018 elected leaders that have come to the end of their term and look forward to working with the incoming leaders.

Dale Helms, our Immediate Past DCDR, will be retiring in December after giving 15 years of service to the Auxiliary. Dale has successfully led the public affairs efforts both at the Flotilla

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2018 Board & Staff

DCDR: John Fewer

VCDR: Willie Witter

IPDCDR: Dale Helms

23-1 - Annapolis

Marie Squillace, Flotilla Commander

Michael Adams, Vice Flotilla Commander

23-2 - Solomons

Greg Askew, Flotilla Commander

Earl Kaufman, Vice Flotilla Commander

23-3 – West Annapolis

Dorothy Neiman, Flotilla Commander

John Wilson, Vice Flotilla Commander

23-4 – South River

Paul Feinberg, Flotilla Commander

Bruce Petro, Vice Flotilla Commander

23-6 – Drum Point

Mark Campbell, Flotilla Commander

Reid Sprague, Vice Flotilla Commander

23-7 – Herring Bay

Ray Walsh, Flotilla Commander

Christopher Jensen, Vice Flotilla Commander

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SO-CM - Jim Welday

SO-CS - Wendy Norwitz

SO-DV - Margaret Butler

SO-FN - Michael Taylor

SO-FS - vacant

SO-HR - Dave Keyser

SO-IS - Ronald Hillard

SO-MA -Christopher Jensen

SO-MS - Ronald Price

SO-MT - Ray Feller

SO-NS - Robert Glenn Wright

SO-OP - Phil Wentz

SO-PA - Dale Helms

SO-PB - Connie Cosgrove

SO-PE - Margaret Butler

SO-PV - Christopher Jensen

SO-SR - Vivian Gallups

SO-VE - Kirby Garland

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Articles and pictures are encouraged and appreciated. Please email to the editor: Connie Cosgrove at cjcosgrove@earthlink.net

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and Division level for many years. On behalf of us all, we thank Dale for his service to the Coast Guard Auxiliary

And finally – a huge thank you to the 2018 Staff officer's - **YOU DELIVERED!!!** Thank you for your accomplishments in 2018 and Willie and I are looking forward to your becoming a part of the 2019 Staff.

John Fewer
Division Commander

D5SR D-Train refund methods

Save the date of 20-24 February 2019 for D-Train. It will be held at the Greensboro Sheraton at Four Seasons.

If you registered for our Sep 2018 D-Train and would like to have your registration funds roll over to Feb 2019

-or-

If you would like a refund (via check) of your registration funds (minus the fees charged by the registration system).

-then-

Please send your preference to kimberle128@gmail.com. If Kimberle does not hear from you then your funds will be rolled over to Feb 2019.

See you in Greensboro !!!

Editor's Note: the above was received email through Everbridge

CCNPP holds annual safety day

4 October was a very hot day and the day Calvert Cliffs Nuclear Power Plant held their annual safety fair. One day a year the Plant sponsors a safety day where vendors from the community and different manufactures display their wares.

The theme this year was "Another Safety Day in Paradise". Vendors were presented with black T-shirts with a tropical scene on them and everyone in attendance was given a lei. There was a DJ present providing music and the plant had set up casino type games where if you answered the questions correctly you had a chance to win a prize that included gift cards to Dunkin Donuts and WalMart.

Three members from 23-6 represented the Auxiliary at the event. They were Elaine Griffin, James Jefferson and Connie Cosgrove. Flotilla 23-6 also donate a fire extinguisher as a door prize. With the temperatures as high as they were, the attendance was lower than in the past but a lot of information was shared especially on paddlecraft.

Connie Cosgrove
FSO-PA 23-6



Connie Cosgrove, Elaine Griffin, & James Jefferson

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Awards



Sustained Auxiliary Service Award

Joe Espino, 3750 hours, 5th award, 23-3

Don Parker, 5250 hours, 7th award, 23-3

Mark Campbell, 3750 hours, 5th award, 23-6

Membership Service Awards

5 years

Bryan Keith Dimick, 23-1

10 years

Tim Cook, 23-1

15 years

Robin Ouellette, 23-2

Valerie Rountree, 23-6

Auxiliary Paddle Craft (AUXPAD) Program, COMDTINST 16794.11a - Revision Approved

1. The revision to the Auxiliary Paddle Craft (AUXPAD) Program, COMDTINST 16794.11A was signed by Rear Admiral Nadeau, Assistant Commandant for Prevention Policy (CG-5P), on 08 August 2018. Major changes include:

- New requirements adopted from the American Canoe Association
- Allowance to operate beyond 1,000 yards (0.5NM) from shore when authorized by the Order Issuing Authority (OIA)
- Updated weather parameters
- Updated Personal Protective Equipment (PPE) requirements
- New physical fitness requirements.

2. The AUXPAD Program instruction can be found at the following link: <https://media.defense.gov/2017/Mar/16/2001717333/-1/-1/0/hqs-nas-t-001/cg-6/CG-61/CG-612/>

DIRECTIVES%20REVIEW%20Warrant

3. The previous version of the Auxiliary Paddle Craft (AUXPAD) Program, COMDTINST 16794.11 is cancelled.

4. AUXPAD Program POC: BMCM Dennis A. O'Connell, Chief, Auxiliary Operations Management Branch (CG-BSX-12).

Editor's Note: The above was received email through the Chief Director's list server

Former Division 15 (now Division 23) member elect as Deputy National Commodore Information Technology and Planning

Deputy National Commodore Information Technology and Planning is Commodore Linda M. Merryman from the Auxiliary's District 11 Southern Region. Merryman holds a degree in mathematics from the University of Maryland and is retired from the field of information technology, having specialized in project management and strategic coordination. She joined the Auxiliary in 1981 and has served in various positions on the national staff since 1995. Merryman and her spouse, Richard, reside in Pahrump, Nevada.

Editor's Note: the above was taken from the Compass e-magazine

Cover Photos Captions

Top: Brian Shallcross, General Manager of the Baysox accepts certificate of appreciation from John Fewer, Division Commander.

Bottom: Brian Shallcross - GM - Bowie Baysox, John Fewer, Willie Witters, Jose Pena, Margaret Butler

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COAST GUARD AUXILIARY AND SEA SCOUTS



1. A highlight of the recent 2018 Auxiliary National Conference held in Orlando, FL was the signing of a Memorandum of Agreement (MOA) that will help establish a new relationship between the Coast Guard Auxiliary and the Sea Scouts. It was signed by three parties: the Coast Guard Auxiliary, the Boy Scouts of America, and the Coast Guard Auxiliary Association, Inc. as represented by Auxiliary National Commodore Rick Washburn, Boy Scouts of America (BSA) Assistant Chief Scout Executive Mr. Patrick Sterrett, Sea Scout National Commodore Mr. Charles Wurster, Coast Guard Auxiliary Association Inc. President Mr. Vin Pica, Assistant Commandant for Prevention Policy Rear Admiral John Nadeau, and Chief Director of Auxiliary Captain Scott Johnson. The MOA is posted on the CG Auxiliary Recreational Boating Safety Outreach web site (B-Directorate Website) under Youth Programs, Boy Scouts of America, Sea Scouts - CG Auxiliary MOA (2018)(PDF). Click [HERE](#) to view the MOA.

2. The most revolutionary aspects pursuant to terms of the MOA are the allowances for Sea Scouts as young as 14 years of age to join the Auxiliary and for Auxiliary flotillas to charter Sea Scout Ships. These allowances, along with others identified in the MOA, shall be implemented pursuant to Auxiliary and Coast Guard policies which are still under

development. In order to properly validate the propriety and effectiveness of such policies, a pilot program exercising the MOA's purposes will be conducted among Auxiliary and Sea Scouts in the Fifth Coast Guard District (Auxiliary Southern Region) and in the Ninth Coast Guard District (Auxiliary Eastern Region). Until completion of this pilot program, Auxiliary units in other districts may continue to engage with Sea Scout Ships in accordance with existing policies, but shall not implement any aspects of the MOA. Auxiliary district leaders will be kept apprised of pilot program progress.

3. The MOA's primary purpose is to establish a cooperative relationship between the three parties in order to enhance their common goals of promoting recreational boating safety throughout our Nation. It will achieve this in conjunction with strengthening ties between the Auxiliary and the BSA, affording Sea Scouts and other BSA members a wide variety of training opportunities provided through the Auxiliary, integrating Sea Scout Ships (i.e. Sea Scout units) into Auxiliary programs, and creating a pathway for Sea Scouts and other BSA members who embrace recreational boating safety and assisting the U. S. Coast Guard to become members of the Auxiliary.

Editor's Note: The above was received through the Auxiliary communications system

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2018 Maryland Safe Boating Initiative

State and Federal officials have called this year the deadliest boating season in the past six years. In a concerted effort to combat more fatalities, representatives from the U.S. Coast Guard Auxiliary (USCG AUX), Maryland Department of Natural Resources (DNR) and Sandy Point State Park Officials met in early July to discuss initiatives needed to reduce boating accidents and fatalities on Maryland's waters of the Chesapeake Bay near Sandy Point State Park.

The initiative was driven by the fact that by early July, twelve boating related fatalities had occurred on the Maryland waters of the Chesapeake Bay. Half of these fatalities were related to boaters from the Latino community. Law Enforcement (USCG and NRP) were making every effort to conduct boat safety inspections and check for impaired operators. However, many accidents involve boaters that did not take boating safety courses. It was determined by the key stakeholders involved in the planning of this safe boating initiative, that a more strategic approach was needed to more fully educate the public on boating safety.

The Initiative led by John Fewer, DCDR Division 23 and key Division & Flotilla Staff Officers in partnership with state and federal officials and the U.S. Power Squadron was established to educate boaters and urge them to wear proper life vests while boating recreationally. Additionally, the program included a safe boating promotion at the Prince Georges County Bowie Baysox Stadium during the month of August.

The first of two initiatives included a month-long outreach at the Sandy Point State Park on Saturday & Sundays in August. Auxiliarist from Divisions 22, 23, & 24 and six US Power Squadron members representing Rockville, Dundalk, Kent Narrows & Annapolis provided ongoing support to promote safe boating at the Park. Each weekend there was a diverse team of representatives from the Auxiliary's Diversity, Public Affairs (PA), Public Education (PE) as well as vessel examiners (VE) from the local Flotillas and U.S. Power Squadron. The safe boating initiative was well received by those picnicking at the park and by those who were boating in the surrounding areas. During the month-long weekend effort, the PA, PE and VE teams completed over 130 vessel examinations in



addition to handing out safe boating brochures, both in English and Spanish to boaters using the park.

The Vessel Examiners program identified many deficiencies during the vessel inspections resulting in some boaters not receiving the vessel examination sticker. Boaters were informed of their deficiencies and, in many cases, were able to correct them before getting underway. The U.S. Coast Guard Station Annapolis Officer in Charge issued patrol orders to enable Auxiliary boat crews to distribute safe boating materials to boaters

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already out on the water. We believe the boater outreach and awareness potentially mitigated many safety and compliance related issues.

A second initiative was simultaneously launched that included a month-long outreach on weekends in August at the Prince Georges County Bowie Baysox Stadium. Auxiliarist were granted a table to promote safe boating awareness by handing out safe boating brochures, both in English and Spanish, where approximately 14,100+ attended the baseball games. Both the Division and Vice Division Commanders, Division 23 presented a certificate of appreciation to the Bowie Baysox Stadium General Manager from the Department of Natural Resources on 1 September for partnering with the Auxiliary in the 2018 Safe Boating initiative.

Margaret Butler
SO-DV and SO-PE



Pictured with Splash the Water Safety Dog is Margaret Butler, SO-PE and her grandchildren, Taylor, Kennedy and Dylan Kittrell and Noah, Xavier and Sophia Jones at the Bowie Baysox ball game

Potential interference of VHF-FM Radio and AIS Reception.

The U.S. Coast Guard has received reports from crews, ship owners, inspectors and other mariners regarding poor reception on VHF frequencies used for radiotelephone, digital selective calling (DSC) and automatic identification systems (AIS) when in the vicinity of light emitting diode (LED) lighting on-board ships (e.g., navigation lights, searchlights and floodlights, interior and exterior lights, adornment).

Radio frequency interference caused by these LED lamps were found to create potential safety hazards. For example, the maritime rescue coordination center in one port was unable to contact a ship involved in a traffic separation scheme incident by VHF radio. That ship also experienced very poor AIS reception. Other ships in different ports have experienced degradation of the VHF receivers, including AIS, caused by their LED navigation lights. LED lighting installed near VHF antennas has also shown to compound the reception.

Strong radio interference from LED sources may not be immediately evident to maritime radio users. Nonetheless, it may be possible to test for the presence of LED interference by using the following procedures:

1. Turn off LED light(s).
2. Tune the VHF radio to a quiet channel (e.g. Ch. 13).
3. Adjust the VHF radio squelch control until the radio outputs audio noise.

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4. Re-adjust the VHF radio squelch control until the audio noise is quiet, only slightly above the noise threshold.

5. Turn on the LED light(s).

6. If the radio now outputs audio noise, then the LED lights have raised the noise floor. (Noise floor is generally the amount of interference signals/static received beyond the specific signal or channel being monitored.

7. If the radio does not output audio noise, the LED lights have not raised the noise floor.

If the noise floor is found to have been raised, then it is likely that both shipboard VHF marine radio and AIS reception are being degraded by LED lighting.

In order to determine the full impact of this interference, the Coast Guard requests those experiencing this problem to report their experiences to the Coast Guard Navigation Center. Select Maritime Telecommunications on the subject drop down list, then briefly describe the make and model of LED lighting and radios effected, distance from lighting to antennas and radios effected, and any other information that may help understand the scope of the problem.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement.

Julio A. Martinez

Marine Safety Specialist

Towing Vessel Coordinator

Fifth Coast Guard District

Prevention Branch (dpi)

Editor's Note: The above was shared by Frank Voltaggio, FSO-PB 23-7

Training always counts

On Wednesday, September 19, at approximately 1815 hours, an Auxiliarist from Flotilla 23-7 heard a frantic knocking at the front door of his residence. A neighbor, holding her 4-year-old son told him that their house that was located a few doors down was on fire. Her 80-year-old mother-in-law was still inside the building and needed help.

The Auxiliarist immediately called 911, rushed into the house to locate the occupant, and managed to get her to safety. His military damage control and fire-fighting training automatically kicked in without hesitation. He then located the fire in the kitchen stove, turned off the electric power to it and extinguished the fire using his own large ABC fire extinguisher. After inhaling some smoke and extinguisher powder, he went outside for fresh air. He then returned into the residence to prevent a re-flash, emptied the balance of the extinguisher, and confirmed that the fire was out.

Meanwhile, the Forestville, Maryland Fire Department responded within a few minutes. The Auxiliarist informed them that the fire was extinguished and everyone was out of the house. He asked if they had a Ram Fan used to evacuate smoke and extinguisher powder, which they then set up and used to clear the residence.

The firemen unplugged the range, punched a small whole through the wall and inspected behind it. A thermal imager was also utilized

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to check behind the oven wall, to verify that the fire was out and that there was no residual burning occurring. Multiple firemen walked around the complete residence for a re-check. The “all clear” was given at 1900 hrs.

Per 14 U.S. Code, Section 88, the Coast Guard is authorized to perform any and all acts to rescue and aid persons especially to protect and save property at any time and any place. Luckily, for the residents in this situation, they happened to have someone from the Auxiliary that they could turn to in such an emergency.

Note: In the interest of privacy, the Auxiliarist involved has requested to remain anonymous.

Frank Voltaggio,
FSO-PB 23-7

EXCOM members elected

The 5th District Southern Region Board has elected their EXCOM ...

Commodore elect - Michelle Thorton (Term 2019-2020)

Chief of Staff elect - Allen Fredd (Term 2019-2020)

DCAPT-NC elect - Travis Cullifer (Term 2019)

DCAPT-HR elect - Todd Monis (Term 2019)

DCAPT-MD elect - Sam Tilley (Term 2019)

Shark Sightings on the Bay



There have been a number of shark sightings this past summer here on the upper Chesapeake Bay prompting serious concern among some Marylanders.

On August 15, Chris Bowen believes he was bitten by a shark while paddle boarding on the Rhode River. He jumped into the water and felt something grab on to the inside of his left calf. While he didn't get a good look at what bit him, after he got out of the water he saw a jagged slash on his leg, complete with teeth marks.

He later called the Maryland Department of Natural Resources but they weren't able to determine from the photo of Bowen's wound what could have bitten him. They did, however admit that sharks have been spotted in the Chesapeake Bay thus believing it possible for a shark to be in the Rhode River area. The majority of modern Maryland sightings and captures in the Chesapeake normally occur in the lower bay, around Tangier Sound and St. Mary's County, but they have been reported farther north. Shark's teeth are even routinely found on the beach at Cove Point, Maryland.

A few days before, a Maryland resident caught a 310-pound bull shark. Waterman Larry Powley of Hoopers Island, Maryland spotted a nine-foot shark in a net at the mouth of the Patuxent River claiming it was the largest shark he had seen in his 42 years living on the Bay. A Chesapeake Bay Foundation scientist claimed it is not something to worry about

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since it is a sign of healthy, rebounding ecosystem.

Even our own Auxiliarist, Chris Jensen, came across an eight-foot shark just off of Cedarhurst, Maryland. He agrees that they are out there and believes they come up the Bay in June with the sea rays.

Bull sharks are known to visit estuaries like the Chesapeake to breed and are the most likely type of shark to be found in Maryland waters. Young bull sharks tend to spend several years in bay inlets before starting out into the ocean. On occasion, they have even been found as far north as the Bay Bridge, so keep a careful lookout.

Frank Voltaggio
FSO-PB 23-7

23-6 and 23-2 support Patuxent River Appreciation Days

Patuxent River Appreciation Days (PRAD) was held on Saturday, 6 October and Sunday, 7 October from 1000 to 1700. PRAD is an annual event held at the Calvert Marine Museum in Solomons Island and is a gift from the Calvert County Board of Commissioners.

During the event there are environmental exhibits, children's activities that include building a model sail boat, free boat rides, canoe rides, pony rides, a petting zoo, and a parade on Sunday.



Willie Witters, R.T. West and Connie Cosgrove staffed the booth on Saturday and passed out coloring books, crayons and bookmarks to the children and safety literature to the adults. There was a large interest in the paddle supports and legal requirements.



Willie Witters, Vice Division Commander, talks with visitors about the new emergency beacon.

John Johnson, 23-2 supported PRAD on Sunday with his marlinspike demonstration and additional literature.

Connie Cosgrove
FSO-PA



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Boaters Stand to Benefit from Up-to-Date Navigational Information

By Ed Martin, DVC-PN and Christine Howe, BC-PNC

In 2012, the U.S. Coast Guard Auxiliary joined forces with the Alliance for Safe Navigation (ASN). The rationale behind our decision was to rally around the ASN's mission: to raise boater awareness about the importance of up-to-date navigational information.

It would be reasonable to ask, though, why is it even necessary to raise boater awareness about this issue in the first place? Navigation should be safe. After all, today's boaters have capabilities that earlier boaters could only dream of, such as highly detailed charts, GPS systems, chart plotters, smartphone apps and laptop computers.

With tools like these, the number of recreational boating accidents related to navigation should be near zero. Yet the numbers are surprisingly high.

Twenty five percent of boaters surveyed by the ASN reported running aground in the past five years.

Collisions with fixed objects were the third-highest cause of boating accidents in 2011, according to the U.S. Coast Guard.

Thirty-seven percent of ASN survey respondents reported that they never update their electronic charts, and twenty-six percent don't update their paper charts. And a full 75 percent said that they don't use the Coast Guard's weekly Local Notices to Mariners—or don't even know what they are.

Improving those numbers is part of the ASN's goal. In addition to the U.S. Coast Guard Auxiliary, ASN members include the National Oceanic and Atmospheric Administration (NOAA), Boat U.S., Jeppesen, OceanGrafix,

the Sea Tow Foundation, and the United States Power Squadrons.

The problem

The cause of so many of these accidents is, paradoxically, the accuracy and reliability of today's navigation tools. Because these tools are so useful, they can give a false sense of security. That may lead boaters to forget that charts go out of date, batteries die, and electronic systems fail. When those things happen, navigation accidents are not far behind.

Out-of-date charts may be the biggest problem. Boaters face shifting shoals, changing channels, moving buoys, and newly discovered hazards. These changes can happen at any time. Boaters can easily find out about these changes, but only if they have current charts or have downloaded the most recent information.

Also, it's easy to forget that even the most advanced electronics can fail. Boating without paper charts would be like driving a car without a spare tire.

The solution

To be safe, boaters need to keep charts up to date. The ASN works to educate boaters about the need to maintain current charts, and the critical importance of having paper charts as a backup. The ASN provides a web-based forum that promotes the understanding and appreciation of up-to-date navigational information. It also provides links to other organizations for additional educational and safety information.

Boaters are responsible for being aware of

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chart updates. The Coast Guard publishes Local Notice to Mariners (LNM) updates frequently; these are for commercial and recreational, deep and shallow draft, vessels sailing offshore, in harbors, or along the Intracoastal Waterway. The National Geospatial-Intelligence Agency publishes Notice to Mariners (NM) updates for deep draft vessels in U.S. waters or that are making a port call from overseas. Because the coastal waters of the U.S. are in a constant state of change, boaters should stay aware of both LNM and NM updates.

Boaters should keep their suite of charts current with LNM and NM updates, get chart updates or get new editions. Chart Updates reflect only critical corrections; New Editions are printed on a 1-5 year cycle and reflect all critical and non-critical corrections from the last edition.

NOAA's Print On Demand (POD) charts and Raster Navigational Charts (RNC) are updated weekly for critical corrections. Electronic Navigational Chart (ENC) vector data is updated monthly. Also, NOAA has free downloadable raster/vector charts for laptops with navigation software.

Most chart plotters use third-party cartography in the form of data cards, or pre-loaded data on the device. The ASN works to make sure that boaters understand how to keep that data current.

Mobile apps for cell phones are becoming popular. Boaters should make sure to understand how the cartography is updated. Some apps have subscription updates

available, and others rely on the provider to keep the data current.

Garmin, Jeppesen and Navionics provide updates for electronic devices over the Internet. Customers can subscribe to update cards. Generally, electronic charts from these providers are issued twice a year with the latest navigational changes officially issued by the Hydrographic Offices, the ASN and the Auxiliary

The Auxiliary can help achieve the ASN's mission in several ways. First, the goal of all Public Education (PE) classes is to raise the boater's understanding and appreciation of boating safety. That includes understanding the value of up-to-date navigational information and knowing how to keep electronic and paper charts accurate.

Also, during Vessel Safety Checks, the Items for Discussion can include how Nautical Charts provide important information for safely navigating waterways and planning trips. Vessel Safety Checks are a great opportunity to make sure that boaters know the value of having the most up-to-date charts available and, when operating in coastal waters, using the largest scale available.

Finally, a goal of the Auxiliary Public Affairs and the Recreational Boating Safety Visitation Program is to provide information on boating safety and education, bridging all Auxiliary programs. Program Visitors also get the opportunity to help update NOAA Small Craft Facility charts.

The goal of the Auxiliary Navigation Systems,

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Chart Updating Program is to encourage and train Auxiliarists in NOAA chart updating, Coast Pilot text correction and small craft facility updating. Through mutual involvement and commitment with NOAA, the Coast Guard Auxiliary's Chart Updating program contributes significantly to investigation and reporting of changes and discrepancies on NOAA charts and in the Coast Pilot.

To learn more about participation in this vital program, contact your Flotilla Staff Officer for Navigation Systems and visit the Prevention Directorate, Navigation Systems web page at: <http://wow.uscgaux.info/content.php?unit=P-DEPT&category=navigation-systems> Together, the Alliance for Safe Navigation and the Auxiliary can increase boater safety through greater awareness of the importance of current charts, and through education around how to keep them current.

Getting Information: How to stay current

Charts, and their update status, should be checked frequently. Charts, and updates, are available at these websites.

NOAA charts: <http://nauticalcharts.noaa.gov>.
NTM updates: <http://ocsddata.ncd.noaa.gov/ntm>
NM updates: http://msi.nga.mil/NGAPortal/MSI.portal?_nfpb=true&_pageLabel=msi_portal_page_61

Giving Information: How to help others stay current

Boaters are often the first to spot something new, something different from what's on the chart. In that case, boaters can help everyone

by reporting it.

NOAA has a program for local boaters to pass on information about discrepancies in their chart. Over the last ten years alone, over 28,000 corrections to NOAA's nautical charts have been made exactly this way—through information volunteered by local boaters.

Boaters can submit discrepancies to NOAA's Nautical Discrepancy Reporting System at <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx> or by phone, toll-free, at 1-888-990-6622.

Author Info: Ed Martin currently serves as the USCG Auxiliary National Director for Navigation Systems. He retired from NOAA as the Deputy Director of Navigation Systems

Change of Watch (COW) 2019

The COW will be held at Renditions Golf Course on Saturday 26 January 2019. Social time will be from 1400 to 1445 with a cash bar.

The COW will be from 1445—1800. During this time there will be a buffet lunch, oath of office and remarks from Team Coast Guard.

The reservation form along with checks will be mailed to Connie Cosgrove at 1105 Dan Bowen Road, Prince Frederick, MD 20678. Checks should be made out to USCG Auxiliary Division 23.

Please save the date on your calendar. The reservation flyer is at the end of this issue of the Chatter.

Chesapeake Chatter

Division 23

Volume 10 Issue 3

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Judged 5SR Runner-Up Division Publication for 2016



CHANGE OF WATCH UNITED STATES COAST GUARD AUXILIARY CENTRAL CHESAPEAKE DIVISION 23

WHERE: Renditions Golf Course, 1330 West Central Avenue,
Davidsonville, MD 21035
410-798-9798 or 1-888-451-4144.

WHEN: Saturday, 26 January 2019, from 1400 to 1800 (2PM to 6PM).

Uniform of the Day: Service Dress Blue or Business Attire

SOCIAL TIME CASH BAR: 1400-1445
COW: 1445 – 1800

BUFFET MENU: House Salad, Roast Prime Rib, Chicken Parmesan and Cheese Ravioli, with California Medley Vegetables, Herb Roasted Potatoes and Warm Rolls with butter.

DESSERT: Choice of Chocolate Layer Cake or Strawberry Shortcake layer cake with Coffee, Tea and water service.

RESERVATION DEADLINE: **18 DECEMBER 2018.**
PRICE PER PERSON: **\$40 INCLUDES GRATUITY.**
CHECKS MADE OUT TO - USCGAUX DIV 23

CHECKS TO USCGAUX DIV 23

NAME _____ **FLOTILLA** _____ **DESSERT**
NAME _____ **FLOTILLA** _____ **DESSERT**
Email
Phone Number

**MAIL TO CONNIE COSGROVE: 1105 DAN BOWEN RD, PRINCE
FREDERICK, MD 20678.**