CUB SCOUT RAIN GUTTER REGATTA AND WATER SAFETY TRAINING
By Desiree de Liser, FC

Flotilla 24-01 coordinated a life jacket station, a knot tying station, and a paddle craft station in support of the Edgewater Cub Scouts recruiting event "Rain Gutter Regatta" in conjunction with their Water Safety Training event. A scout leader coordinated the Rain Gutter Regatta station. Members Bill Ormsby, Christy Holland, Doug and Jean Peil, Diane and Jim Powel, Patt Meyer, Susan Smith, and Desiree de Liser represented the CGAUX at the Londontown Community Hall in Edgewater on 21 April 2013. Over 20 scouts from age 6 to 10 participated in the events.

Edgewater, MD – Susanne Smith explain Cub Scouts the principles and proper handling of kayak paddles during their Rain Gutter Regatta and Water Safety Training.

The Scouts were organized into teams, which rotated between the four different stations.

Station 1 included the Rain Barrel Regatta. Station 2 consisted of "Can you get your life jacket on before the boat sinks", where scouts raced to a pile of jackets of various conditions and sizes, had to find one and wear it before a small boat dropped in a tub of water sank and included a short lesson on proper sizing, wearing, and condition, plus the importance of being prepared. Station 3 "Paddle sports safety", provided hands on with a kayak in the room where Auxiliarists talked through some paddling basics; and Station 4 “Useful knots on the water”, where scouts learned 3 useful knots and got timed on how fast they could tie them.

The event was a total success and both Scouts and Auxiliarists had a great day full of fun and boating safety knowledge.

USCG Meritorious Team Commendation

Gaithersburg, MD – Coast Guard Meritorious Team Commendation - The Coast Guard recognized several flotilla members for their outstanding performance in the preparation and execution of Auxiliary operations in support of the OPSAIL Star-Spangled SAILabration, commemorating the 200th anniversary of the War of 1812 and the penning of “The Star-Spangled Banner.” Held in Baltimore, the event consisted of the visit of more than forty vessels, including tall ships, naval vessels and others during June 13-19, 2012. In photo: Desiree de Liser, Warren Hall, Brad Napoli, Richard Demers, Bryan Long, and John Sill. Not pictured Beth Dumesco, Susanne Smith, Falk Kantor, Chuck Meniman, Dave Horak. USCGAUX photo by Braulio Mercader, FSO-PB.

READY, SET, WEAR IT!
By Desiree de Liser, FC

The National Safe Boating Council, in partnership with the Canadian Safe Boating Council, organized the fourth-annual “Ready, Set, Wear It!” Life Jacket World Record Day on Saturday, May 18, 2013. Participants in cities around the globe gathered to set a world record for the most life jackets worn and inflatable life jackets inflated. The goal is not only to promote the comfortable and versatile options when it comes to life jackets, but also to educate the public about life jackets and safe boating in general.

Our flotilla participated in Ready, Set, Wear It! In a joint effort with Flotilla 24-04, several members made a special effort in support of this activity by participating in different locations. Many thanks to all who supported us on that day!
On that busy, gloomy overcast day, John Connelly set up a PA booth for French Swim School in Germantown. We did a life jacket event at Airpark and then went to Annapolis where Bill Thorn had set up his VE booth and boat on trailer. DNR and the U.S. Power Squadron participated, and members from Flotillas 24-03 and 23-03 had an elaborate PA booth set up as well. Bill Thorn, Warren Hall, Bulat Hall and I were there from 24-08. It was a great opportunity that enhanced our public exposure and fostered camaraderie between members of different organizations concerned with boating safety.

Gaithersburg, MD – CGAUX prospective member Alexandria Avila, and members Warren Hall, Bulat Hall, Trish and Brad Napoli, Doug Goodin, 3 flight crew members (in flight suits), Desiree de Liser, and Owen Gormley at the Montgomery Airpark during Ready, Set, Wear It! USCGAUX photo courtesy of Desiree de Liser, FC.

Owen Gormley came to us from the nuclear industry where he initially performed heat transfer analysis and testing for early submarine reactors and the nuclear rocket engine. He was, perhaps best known, though, for leading the government initial efforts to build geologic and surface storage for high level nuclear waste.

He was a registered professional engineer in three states and a registered surveyor in one. The latter probably contributed to his interest in charts and navigation aids, but his real interest dates back to more than a few tense episodes of trying to find his car in the back woods of Maine in the dark.

Like most of us, he joined the Auxiliary after taking one of our classes. After getting American Sailing Association (ASA) bareboat chartering qualified, he wanted to add navigation to his capabilities. His down-east thrift kicked in when he discovered that the Auxiliary course cost significantly less than that of the ASA and used the same book covering the same material. Then he discovered all the other members-only courses for free and he was hooked. He never did make it to the Caribbean, as he originally intended, spending all his free time on patrols locally and logging over a hundred hours most years with a current total standing at 1645 hours.

Owen started as the flotilla’s FSO-NS when he joined in 2001, later becoming SO-NS and the Aid Verifier for qualification of aspiring aids verifiers. He continues his work and hope to help others develop the familiarity with our areas of responsibility and encourage others to become to become leaders in the navigation systems arena.

Disclaimer Notice
As a matter of policy, member addresses and telephone numbers are not included in any articles appearing in this publication. Telephone numbers and addresses of members are protected by the Privacy Act of 1974. Posting of this publication on the Internet is restricted to approved DHS, USCG and USCG Auxiliary websites and must fully comply with the provisions in the Privacy Act of 1974.
RECALL ALERT – FIBERGLASS LP TANKS
By Braulio Mercader, FSO-MS, FSO-PB

The Pipeline and Hazardous Materials Safety Administration has issued an emergency order mandating a recall of cylinders manufactured by The Lite Cylinder Company, Inc. (Lite Cylinder). PHMSA also terminated the company's authority to re-qualify and manufacture DOT cylinders.

The emergency order was issued after a PHMSA investigation of Lite Cylinder of Franklin, Tennessee, revealed unsafe conditions and practices. The emergency order mandated more than 55,000 two-piece fully wrapped fiber composite cylinders be removed from service. These composite cylinders are commonly used as portable fuel tanks for liquefied petroleum gas (LPG).

Portable propane tanks are commonly made from metal (steel or aluminum) or composite (fiberglass). Fiberglass LPG tanks won't scratch decks, are light weight and offer the ability to view the level of fuel through the tank, which facilitates checking the quantity of fuel and are corrosion proof. This recall alert only pertains to Lite Cylinder products.

2012 RECREATIONAL BOATING STATISTICS

The USCG released its 2012 Recreational Boating Statistics on 13 May 2012. Contents of its Executive Summary include:

- In 2012, the Coast Guard counted 4515 recreational boating accidents that involved 651 deaths, 3000 injuries and approximately $38 million dollars of damage to property.
- The fatality rate was 5.4 deaths per 100,000 registered recreational vessels. This rate represents a 12.9% decrease from last year's fatality rate of 6.2 deaths per 100,000 registered recreational vessels.
- Compared to 2011, the number of accidents decreased 1.6%, the number of deaths decreased 14.1% and the number of injuries decreased 2.6%.
- Almost seventy-one (71) percent of all fatal boating accident victims drowned, and of those, almost eighty-five (85) percent were not reported as wearing a life jacket.
- Almost fourteen percent (14) of deaths occurred on boats where the operator had received boating safety instruction. Only nine (9) percent of deaths occurred on vessels where the operator had received boating safety instruction from a NASBLA approved course provider.
- Seven out of every ten boaters who drowned were using vessels less than 21 feet in length.

- Operator inattention, operator inexperience, improper lookout, machinery failure, and excessive speed rank as the top five primary contributing factors in accidents.
- Alcohol use is the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 17% of deaths.
- Twenty-four children under age thirteen lost their lives while boating in 2012. Ten children or approximately forty-two (42) percent of the children who died in 2012 died from drowning. Two children or twenty (20) percent of those who drowned were wearing a life jacket as required by state and federal law.
- The most common types of vessels involved in reported accidents were open motorboats (47%), personal watercraft (19%), and cabin motorboats (15%).

2013 FLOTILLA STAFF OFFICERS

- FC Desiree de Liser
- VFC Brad Napoli
- IPFC Susanne Smith
- FSO-CM John Sill
- FSO-CS Brad Napoli
- FSO-FN Desiree de Liser
- FSO-HR John Connelly
- FSO-IS Susanne Smith
- FSO-MA Anthony Divilio
- FSO-MS Braulio Mercader
- FSO-MT Falk Kantor
- FSO-NS Owen Gormley
- FSO-OP Susanne Smith
- FSO-PA Desiree de Liser
- FSO-PB Braulio Mercader
- FSO-PE John Sill
- FSO-PV Gerry Davit
- FSO-SR Scott Perrygo
- FSO-VE Bill Thorn

Sail Loft is a publication open to articles and pictures of interest to all USCGAUX Flotilla 24-8 SSR members. Please forward any material to Braulio Mercader (FSO-PB, FSO-MS).