IN THE STREET FESTIVAL
By Brad Napoli, FVC

For over 25 years the “In the Street” festival has been held in downtown Frederick. The all day festival, that has attracted as many as 50,000 attendants and spanning Market Street from Carroll Creek to 7th Street, brings food, fun and entertainment for the whole family. This year, “In the Street” will occur on Saturday, September 14.

This year our flotilla will participate as part of our boating safety outreach efforts. This is a great opportunity to talk to people about boating education and demonstrate boating safety equipment and can serve as a recruitment tool. We will need some volunteers to support our operations either all day or part of the day.

If you are not familiar with downtown Frederick, come see what a great job was done transforming an old creek into a small ‘River Walk’. Maybe you will want to come back for First Fridays and ‘Fire and Ice’ in the winter. If you like French or German cooking or an Irish pub, you will like the local offerings.

Please email me with any questions and/or your availability to help us make this another great success!

VESSEL SAFETY CHECKS

Sandy Point State Park, MD – Desiree de Liser (FC) verifying a vessel serial number as part of the multiple supervised Vessel Safety Checks required to become a Vessel Examinator. Desiree completed all requirements. USCGAUX photo.

District SAR competition

District SAR competition

Yorktown, VA – CGAUX members from Division 22 participating at the SSR District SAR competition held at Yorktown Training Center during 16-17 August 2013. The team joined the competition for its first time and as a last minute entry. Regardless of these circumstances, the team obtained the second place in the event. The classroom exercise portion involved a timed 100 question exam and a navigation cruising problem. The practical exercise included a SAR scenario, de-watering pump operation, marlinespike, and heaving line and life ring toss. USCGAUX photo.

Boating accidents

- A 19-foot bow rider, piloted by a drunken operator and loaded with 5 other individuals members of a wedding party, crashed into a construction barge in New York on 27 July 2013. Two fatal victims – the bride-to-be and the best man, were in the front of the vessel and were thrown into the river by the impact. Four others, including the 35-years old operator, were injured. Neither of the fatal victims had flotation PFDs. Two of the four survivors were wearing PFDs.

- A fifty-year old German tourist died on 17 August 2013 when the gondola he was travelling on collided with a vaporetto water taxi in Venice, Italy. The gondolier in charge of the vessel where the tourist and his family were travelling on tested positive for cocaine. Until now Venice has operated as something of a free for all types of vessels competing for space on the major canals. Local authorities rushed actions allowing gondolas to only operate at designated times of the day after morning rush hour.
MULTI-AGENCY STRIKE FORCE OPERATION
By Braulio Mercader, FSO-MS

The U.S. Coast Guard Auxiliary joined with the U.S. Coast Guard, and local state and federal law enforcement partners to conduct a Multi-Agency Strike Force Operation (MASFO) at the Maryland Port Administration’s Seagirt Marine Terminal, Dundalk Marine Terminal PVG Gate, and Dundalk Marine Terminal Truck Plaza Gate on May 22, 2013 from 0800 – 1500 hours. MASFOs are designed to promote awareness and verify compliance with federal and state intermodal container, truck, air, rail and hazardous material safety and security regulations. MASFOs are coordinated between state and federal agencies allowing them to join their individual jurisdictions and expertise side-by-side, so that shipments can be simultaneously inspected for compliance with all applicable requirements.

The participant agencies formed three combined teams. Their activities involved the inspection of vehicles and persons entering and departing the marine terminals with shipments from both domestic and international locations. Inspections included verifying proper truck and container documentation, structural integrity of shipping containers, licensing, customs and fuel tax compliance, hazardous material markings, packaging and segregation, and verifications of Transportation Workers Identification Credentials (TWIC) were all conducted. Auxiliarist Assistant Container Inspectors inspected shipping containers for compliance with HAZMAT regulations and structural integrity.

IMPROVE VISIBILITY TO AVOID COLLISIONS

Vessel operation requires high visibility of the surrounding environment. Every operator needs total awareness of factors like water skiers, swimmers, objects above and beneath the water’s surface, glare, and others to avoid collisions. Just take a look on some examples that can ruin your day at sea.

- Light reflection on deck. It can strain and even block your vision, especially in a bad moment. Ensure the boat is equipped with non-gloss or textured deck surfaces. It would help to reduce reflections and improve visibility.

- Some cruiser boats mount large storage lockers on the foredecks to store fenders, lines, anchors, and sometimes fender stowage brackets to their forward rail stanchions. These items may limit the boat operator’s field of view.

- Owners mount radar receivers, depth sounders, and other large electronic gear on the operator’s side of the windshield on the deck forward of the control station, or attach them to the overhead, making already limited visibility problems even worse.

- When some Bimini tops are in the down position, unfurled sections of canvas may hang down obscuring the operator’s view through the windshield. Also, the unfurled section may tend to flap about in a headwind. The boat operator’s visual attention can be diverted by noise of the flapping of the canvas.

- It is highly recommended that any boat operator take a safety course like the ones provided by the U.S. Coast Guard Auxiliary and other organizations.

- Many boats with single control stations have a bow rail which blocks the operator’s view of a portion of the water surface forward of the bow when the operator is seated at the control station. Bow rail support stanchions, flag staffs and pennants or burgees are additional obstructions to the operator’s field of view. Reflections off chrome or glossy stainless steel fittings may also inhibit the operator’s ability to maintain a proper lookout.

CLICK HERE for more information.
ANNOUNCEMENTS

- **2014 membership dues** are payable no later than 15 September 2013. Please contact our FSO-FN for more information.

- **Flotilla picnic**: 15 September 2013 @ 1200. Place: Seneca Creek State Park (Gaithersburg, MD). RSVP John Connelly or Trish Napoli.

SELECTED TRAINING OPPORTUNITIES

The following are some of the many training opportunities available to all members within the immediate future. Contact our FSO-MT for more information.


- **CPR/AED/First Aid training** – 14 September 2013 - Fire House, Coast Guard Yard, Curtis Bay. Earn certificate upon completion.

- **Aids to Navigation (ATON) Verifier Class** – 28 September 2013, 0830-1700 at Station Annapolis. This class provides general knowledge of the responsibilities of the Auxiliary in the conduct of the program and is essential to the completion of the performance qualification standard (PQS).

- **Auxiliary Search Coordination and Execution (AUXSC&E)** – 9-10 and 16-17 November at Station Curtis Bay.

- **Auxiliary Mandated Training Courses – Auxiliary Learning Management System (AUXLMS)** – Several courses are now required and a completion date will be tracked. Visit https://auxlearning.uscg.mil/.

- **Auxiliary Mid-Level Officer Course (AMLOC1)** – 1-3 November, Berry Hall at Station Curtis Bay.

- **2013 C-School Schedule** – Announced – Check http://cschool.auxservices.org for C-School information.

Disclaimer Notice

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Sail Loft is a publication open to articles and pictures of interest to all USCGAUX Flotilla 24-8 5SR members. Please forward any material to Braulio Mercader (FSO-PB).