

THE LIFE LINE

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U.S. Coast Guard Auxiliary
District 5 SR - Division 23
Flotilla 23-07 Herring Bay, Maryland

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BOATING YARD SALE



On June 8, the Herrington Harbor North Marina in Tracy's Landing, Maryland, held their yearly yard sale. This event enables the slip owners to sell their excess boating equipment to the public, in many cases at discounted prices. As in the past, members of Flotilla 23-07 as well as other Auxiliarists from Division 23 were in attendance to provide free vessel exams to boat owners.

A public affairs tent and table were set up alongside the yard sale participants and boating safety publications were made available to the public. In addition, Auxiliarists provided information and advice on boating issues throughout the day.

A total of 18 vessel examinations were conducted with additional exams scheduled for a later date at the owner's convenience.

Afterward, Auxiliarist Joe DiStefano hosted a fellowship gathering of the participants at his home just down the road from the marina.

Frank Voltaggio, FSO-PB

INSIDE THIS ISSUE

- 1 Boat Yard Sale
- 1 Stern Anchoring
- 2 Instructors
- 3 Responsible Boating
- 4 Lowly Boat Hook
- 4 Readily Accessible
- 4 Passing Thought
- 4 Upcoming Events

STERN ANCHORING

Anchoring from the stern has caused many boats – small boats especially – to capsize and sink. The reason is that the transom is usually squared off and has less free-board than the bow.

In addition, the stern may be carrying the added weight of a motor, fuel tank, or gear brought on board and in a strong current, the force of the water can pull the stern under. Anchoring at the stern also makes the boat vulnerable to swamping by wave action.

Reprinted from *A Boater's Guide to the Federal Requirements for Recreational Boats*



United States Coast Guard Auxiliary

INSTRUCTORS WITHOUT BORDERS

On occasion, instructors in Flotilla 23-07 have worked directly with other organizations such as the Power Boat Squadron and the Maryland Department of Natural Resources as well as teaching boating classes outside of their area of responsibility. Direct involvement by the students where possible, has always been the additional goal.

A few years ago, the flotilla gave two tailored boating safety classes to the teenage members of the U.S. Naval Sea Cadet Corps at the Navy base at Greenbury Point, Maryland and this past winter, Auxiliarist Joe DiStefano assisted in teaching a two day class at Queen Anne's High School over in Stevensville, Maryland. As recently as this spring, the flotilla gave a Suddenly in Command class with two students from Winchester, Virginia from out in the Shenandoah Valley.

Along those lines, Joe DiStefano was approached by Mike Malouf, an English professor at George Mason University in Fairfax, Virginia where Joe's granddaughter is a student. Mike is also a Scouting America assistant scout master and was looking for someone to help instruct his scouts on safe boating. Troop 1887, also located in Fairfax, Virginia, had scheduled a three day sailboat cruise this summer as part of the Sea Base (formerly, the Florida National High Adventure Sea Base) program located on the Lower Matecumbe Key in Islamorada, Florida. Being that these scouts and accompanying parents were unfamiliar with boating in general, it seemed appropriate to their leadership that they receive some training before the voyage.

As Flotilla Staff Officer-Public Education, Joe set up a one day combination classroom and dockside training course to accommodate that request. Auxiliarists Paul Manicone and Frank Voltaggio volunteered to assist in the instruction and Paul offered up the use of his 34 foot sailboat for orientation purposes.

On Sunday, May 19, four members of Troop 1887 along with three parents traveled up from Virginia to Harbour Cove Marina in Deale, Maryland and spent the day with the Auxiliarists learning about the rules of the road, emergency procedures at sea, and the fundamental operation of a sailboat. Additional instruction was given on tying basic boating knots and how to use a VHF radio to call for assistance. They then traveled a short distance over to Herrington Harbour North Marina in Tracy's Landing, Maryland to get better acquainted with sailing skills using the equipment on Paul's boat. This gave them the unique opportunity for a hands-on experience and to reinforce their classroom training.

The instructors later received a communication from the scouts thanking them for their time and generosity as well as providing the chance to bond as a crew in a setting similar to what they will experience this summer.

Frank Voltaggio, FSO-PB



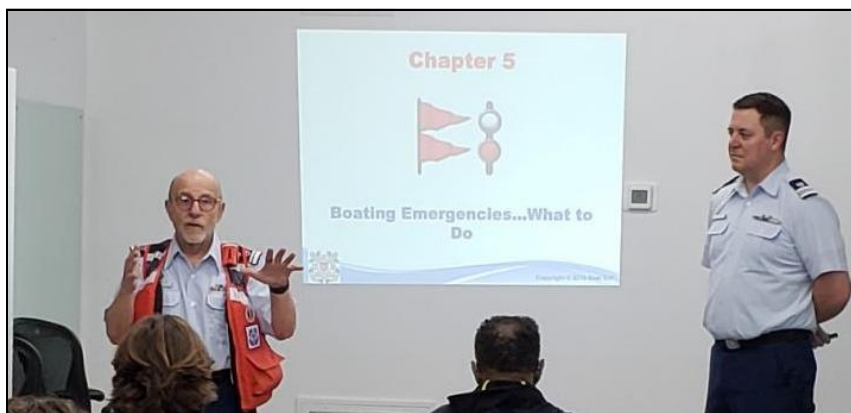
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TEACHING RESPONSIBLE BOATING

On April 27 and 28, Flotilla 23-07 Auxiliarists Joe DiStefano, Brian Shrift and Frank Voltaggio gave a Maryland Boating Safety Class to slip owners and family members of the Parish Creek Landing Marina in Shady Side, Maryland per a special request by the marina management. This course included general information on boats and maintenance, making your boating experience safer and more comfortable, how to be a courteous boat operator, and the laws and regulations to which boaters must adhere.

Parish Creek was originally settled in the 1600s and later became a leading oyster center on the Chesapeake Bay in the early 1900s with the creation of the Leatherbury Brothers Oyster Company processing, canning, and selling oysters. The company gained a reputation for canning and shipping their famous Black Swan Oyster brand to many restaurants in Maryland and other localities. During the latter part of the twentieth century, the industry on the Chesapeake Bay endured numerous cycles of over harvesting which eventually led to the closing of many oyster houses. After the demise of Leatherbury Brothers, the marina which is located on Parish Creek just off of the entrance to the West River, was established on the site and now maintains over 100 boat slips.

The Saturday class began at 08:00 with the chapters on Know Your Boat, Before You Get Underway, Operating Your Boat Safely, and Maryland's Specific Requirements for Recreational Boating. The following day, classes picked up with Boating Emergencies and Enjoying Water Sports with Your Boat. Following an in-depth review of all of the chapters, 13 students successfully completed the closed book exam and one to retake it at a later date. They were then awarded their Maryland State Safe Boater Certificate to be carried with them when operating a powered vessel on state waters.



Joe DiStefano and Brian Shrift reviewing Chapter 5.

After the completion of the Maryland program, additional instruction was given to those interested students on how to use a VHF radio to call for help, marlinespike knot tying and navigating using a nautical chart.

Flotilla 23-07 looks forward to continuing its educational boating programs at other area marinas in the future.

Frank Voltaggio, FSO-PB

THE ⁴LOWLY BOAT HOOK

One of the most useful tools that boaters should carry on their vessel is the simple boat hook. While not required by law, the boat hook's most common use is as a docking and undocking aid. It also supplies the alternate functions of allowing one to scoop up items that have fallen overboard as well as fending off from another boat or another object in the water.

They come in a variety of styles and can be extendable, floatable, lightweight, and very sturdy. Boat hooks also come in a assortment of materials from plastic to aluminum to the traditional wooden ones with prices ranging from about \$30 to \$50.

However, many boaters tend to store them away, and out of sight is truly out of mind. They forget that they have them and wind up using their hands to shove off from a dock. Some even attempt to mistakenly use their feet instead of this safety tool that was specifically designed for the job.

Purchase a good strong boat hook, paint it a bright color and mount it where it can be seen and accessed quickly.

READILY ACCESSIBLE?

One task of vessel examiners is to inspect personal flotation devices (PFDs) on the boats that they are reviewing and verifying that they meet the Federal Requirements. By law, wearable PFDs must be:

- ✓ U.S. Coast Guard approved (per the label)
- ✓ in good and serviceable condition
- ✓ the appropriate size and type for the intended user
- ✓ stowed properly (readily accessible)

Oftentimes, during a boating safety class, a student will question what *readily accessible* means. Per *A Boater's Guide to the Federal Regulations for Recreational Boats*, it states that PFDs are not to be stowed in bags, locked or closed compartments or have other gear stowed on top of them and you should be able to put a PFD on in a reasonable amount of time in an emergency. But is meeting that criteria alone sufficient for a boater to be able to locate a PFD that would fit, put it on, adjust the straps and buckles before jumping into the water in a dire emergency?

THE LIFE LINE

With time being of the essence, especially in the case of an engine fire, perhaps not.

Recreational boats must carry Coast Guard approved PFDs for each person onboard and although not always required by law, a life jacket should be worn at all times when the vessel is underway. A wearable life jacket can save your life, but as it has been proven numerous times before, only when you wear it properly.

We in the Auxiliary should take every opportunity to caution boaters who choose to refrain from wearing a PFD on the risks of not having one within reasonable reach, unbuckled and with the straps already adjusted for their body. Their life may very well depend on it.

PASSING THOUGHT

I may not have gone where I intended to go, but I think I have ended up where I intended to be.

Douglas Adams

UPCOMING EVENTS

July 8 - Flotilla meeting, Cedarhurst Community Center, Shady Side, Maryland, 1900

August 12 - Flotilla meeting, Cedarhurst Community Center, Shady Side, Maryland, 1900

September 9 - Flotilla meeting, Cedarhurst Community Center, Shady Side, Maryland, 1900

October 14 - Flotilla meeting, Cedarhurst Community Center, Shady Side, Maryland, 1900

October 19 and 26 - Boating Safety Class, Edgewater Public Library, Edgewater, Maryland, 1000 - 1600

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Photo by Frank Voltaggio.

