

THE LIFE LINE

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NEW FIRE EXTINGUISHER REGULATIONS

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Starting April 20, new U.S. Coast Guard regulations take effect that change fire extinguisher expiration dates and the minimum classification of extinguishers carried on board newer boats.



The [new U.S. Coast Guard regulation](#) puts 12-year expiration on all disposable (non-rechargeable) fire extinguishers. The manufacture date may be two or four digits (e.g., 08 or 2008) stamped into the bottom of the bottle or near the UL label. Rechargeable and fixed-mount fire extinguisher regulations have not changed and still require regular servicing by an authorized technician.

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Additionally, boats that are model-year 2018 or newer must carry the newer “5-B”, “10-B”, and “20-B” classified extinguishers instead of those with the older “B-I” and “B-II” labels, which are being phased out. The number in the new labels refers to the size (in square feet) of a potential fire the device is suitable to extinguish. On boats less than 26 feet and 2018 model year or newer, fire extinguishers must be unexpired “5-B” “10-B” or “20-B”. For 2018-and-newer recreational boats 26-65 feet, requirements vary.

If your boat is a 2017 model or older, you may carry older “B-I” or “B-II” disposable extinguishers until their 12-year expiration date, and then they must be replaced with newer class extinguishers. The 12-year expiration date now puts Coast Guard regulations in line with the National Fire Protection Association’s recommendations.

Make sure the disposable fire extinguisher is not more than 12 years old from the date stamped on the bottle. It must be removed from service on 31 December of the 12th year.



BOATING SEASON IS HERE

Spring is around the corner! It's a good time to start practicing our knots and hitches and line handling skills, reviewing NAVRULES, lights and shapes, checking up on the charts in your areas, etc. Even if you are not "officially" in the operations program, you can still be an educated pair of eyes and ears, and you may be in a position to make a huge difference in some folk's lives! The Search and Rescue phone number at Sector Baltimore is **410-567-2525**, and there will always be someone there to answer it! In addition to vessels in distress or difficulty, you want to pay attention to things such as:

- Vessels and individuals operating in a suspicious manner under and around bridges, tunnels or overpasses,
- Near commercial areas like ports, fuel docks, cruise ships, and marinas,
- Near military bases and vessels, other governmental facilities, or security zones,
- Near industrial facilities.

Be aware of activity around sensitive locations, such as:

- People appearing to be engaged in surveillance,
- Unattended vessels or vehicles, vessels anchored where they shouldn't be,
- Lights flashing between boats, or between boats and shore,
- Missing fencing or lighting,
- Transferring people or things between ships and boats, or between boats and shore, especially at odd places or times.

To report suspicious activity, call the National Response Center at **800-424-8802**, or **877-24WATCH**. For immediate danger to life or property call **911**. Alas, we live in interesting times and in a target rich environment! This is a very good time to be paying attention!

So, grim and dark aside, here's some fun and educational Coast Guard related stuff (no kidding!), check this out: <https://www.youtube.com/watch?v=aoXJfuPaFF8>

C Jensen, VFC

AUXILIARY TRAINING PROCEDURES

This information is timely and useful for those members in need of some or all of the Core Training after the five-year expiration. I will set out two pathways to this training. The first is the most conventional path using the Training Directorate; the second is a new path using the newly introduced Auxiliary Classroom.

A) Training Directorate Path:

The Training Directorate website offers four options:

1. Online using AUXLMS (auto AUXDATA entry).
2. Offline using Voice over PPT videos.
3. Offline using PDF with annotated PPTs.
4. Classroom Training (7039 form for AUXDATA entry).

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Core training videos can be downloaded and watched at your convenience. For options 2 and 3, members can simply self-certify for AUXDATA II entry using a form provided on the website. Videos can also be presented to members at a meeting (with attendance certified by the FSO-MT and submitted to the FSO-IS for entry into AUXDATA) or in classroom training with an instructor. This is probably not practical during Covid restrictions.

B) Auxiliary Classroom Path:

The new Auxiliary Classroom website, <https://classroom2.cgaux.org/moodle/>, should, in principle, prove a worthy alternative. A brief foray to identify the path to AUXCT training appeared to me less user-friendly than the Training Directorate. What I will offer in this article, however, are the steps needed to log into this website, which has been created to provide advanced security. Old logins for the predecessor site will not work and we are all encouraged to set up new accounts on this website. You will need to avoid some snags in the process by making the right choices. If you do, it's a piece of cake. I have successfully employed the following steps to create an account:

1. Have on hand: 1) your member number, 2) the email associated with your member number, and 3) your member password. (#3 isn't necessary, if you use the link and aren't navigating from the CGAUX website).
2. Use the link above to go to the Auxiliary Classroom **Home** page and select **Log in** in the upper right-hand corner. This will open a new page to initiate your login.
3. There are two login options on this page. On the left side of this page are boxes for system administrators sign in. Ignore these boxes and instead, click on the button on the right side of the page which says: **Sign in with USCGAUX**. This will open a new window for an account sign in. •
4. On this page, ignore the boxes for username and password, and click on **need an account? Sign up** at the bottom of the dialogue box.
5. This will expand the dialogue box to allow you to **sign up with a new account**. •
6. Put in your member number in the username box; your member email in the email box; and create and install a new password (meeting the requirements identified) in the password box.
7. Click the **sign up** button below these entries, at the bottom of the dialogue box.
8. The system will then generate and send a security code to your member email. Retrieve this code and enter it in the **Verification Code** box.
9. Click the **Confirm Account** button at the bottom of the dialogue box.
10. Now return to the **Home** page and again click on the **Sign in with USCGAUX** on the right side of the page, the same button you used to start this process. NOTE: Do not be tempted to fill in the boxes on the left side of this page.
11. This will again open the "sign in" dialogue box from step 4 above, which can now be used to sign into your account, using your member number and newly created password.

I found that after step 9, I was somehow already logged in but you can, if necessary, employ steps 10 and 11 to complete the process. Once in, you can view the training catalogue and navigate around the site.

If you wish to view an instructional video on logging in, use the link below.

<https://vimeo.com/660519472/4bbe7a5aff>

Joe DiStefano, FSO-MT

DOCKING AND LINE HANDLING

Approaching:

The things you need to notice when you are about to dock are; where you intend to tie up, where others boats are, what the wind is doing, and to a lesser extent what the current is doing.

- Look and see how much room you have to maneuver your vessel around the area you intend to dock.
- Docking next to a long open pier is usually going to be easier than backing into a narrow slip in a confined marina.
- Are other boats leaving or entering the area you need to turn? How other boats are tied up or moving can greatly alter your intended steering and docking. Practice situational awareness.
- *At all times maintain no more than steerage speeds.* If you have crew aboard, they can assist by having dock lines and fenders ready.

Docking:

- Determine which way the wind is blowing. Docking head to wind is always preferable when possible because it will help slow your headway.
- When coming alongside a pier with the wind in your face, head in at a steep angle to the pier and turn sharply at the last moment to avoid being blown out by the wind.
- At all times maintain no more than steerage speeds.
- If the wind is at your stern, come into the dock at a narrow angle and let the wind do the work of pushing your boat up against the dock.
- Current can also affect your docking in a similar fashion to wind, and in some areas can preclude you from docking at all in low water. Consult your tide tables, especially when traveling in new waters.
- Never put your body (arm, leg) between the boat and the dock!

Using dock lines to assist in docking can save a great deal of time and energy. Lines can be used as simple fulcrums to help bring either end of your boat to the dock.

THE LIFE LINE

PASSING THOUGHT

The greatest enemy of truth is often not the lie – deliberate, contrived and dishonest – but the myth – persistent, persuasive and unrealistic.

John F. Kennedy

UPCOMING EVENTS

May 9 – Flotilla meeting, Cedarhurst Community Center, Shady Side, Maryland, 1900

May 21 – 27, National Safe Boating Week

June 4 – Herrington Harbor North, Deale, Maryland – TBA

June 11 – Harbour Cove Marina, Deale, Maryland - TBA

June 13 - Flotilla meeting, Cedarhurst Community Center, Shady Side, Maryland, 1900

July 4 – Parade at Shady Side, Maryland, 1000

July 11 - Flotilla meeting, Cedarhurst Community Center, Shady Side, Maryland, 1900



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