



The Cary Flotilla



4th Quarter 2008

US Coast Guard Auxiliary - Fifth Southern District - Division 9 - Flotilla 11

History

Station Oregon Inlet, NC



Coast Guard Station Oregon Inlet is located on the southwest point of the Cape Hatteras National Seashore Park on Bodie Island at Oregon Inlet, North Carolina.

Station Oregon Inlet is currently located at it's fourth site since it began as a Life-Saving Station in 1883. The present facility was constructed in 1990 at a cost of \$3.5 million. The station contains unaccompanied personnel berthing for 10 members, berthing for seven duty watchstanders, a galley, a communications center, and a recreation room.

The station has a complement of 31 enlisted personnel with a Master Chief Boatswain Mate as the Officer In Charge and a First Class Boatswain Mate as the Executive Petty Officer.

There is a boat crew available 24 hours a day that responds to more than 200 calls for assistance annually. The treacherous waters and adverse conditions of the Outer Banks often catch mariners by surprise. This coastal region is known as the "Graveyard of the Atlantic" due to the numerous shipwrecks that line the North Carolina seacoast.

- U.S. Coast Guard, History

Undertrained Anglers

Too Many Still Learn Safety at the School of Hard Knocks

It's a story that is tragically all too familiar: to boating families enjoying a Saturday afternoon on the lake...clear weather, unobstructed views, then suddenly a shattering collision, injured people in the water, a child drowns. How does it happen? And why, with all of our technology, safety equipment, and regulation, does it still happen?

One factor remains the popularity of smaller, motorized water craft. According to the Coast Guard's 2007 accident data, more than 70 percent of all boat-



ing accidents and more than 80 percent of all fatalities involved boats less than 26 feet in length. Open motorboats account for the lion's share of those numbers, not only because of their speed but also because they typically have a low profile in the water. This makes them easier to capsize and harder for other boaters to see.

But there's more to accident risk than the size of the boat. Two types of boaters are proving to be a tough sell on safety: the experienced but under-trained operator, and the operator who sees the boat as an accessory to another sport, such as hunting or fishing. For too many of these, safety is still being learned in the School of Hard Knocks.

Since 2000, half of all boating accidents, on average, involved boaters with 100 to 500 hours of experience on the water. This is the operator whose familiarity with boating leads to overconfidence. He or she has learned to start, stop, and steer, and navigating an open waterway seems a snap compared to navigating the freeway at rush hour. Unlike a car, however, there are no brakes on a boat, no seat belts, no turn signals. the steering is different, and the rules on the water are different from the rules on the road.

Accidents can result when boat operators fail to respect those differences; when they speed, take risks, and stop being vigilant. And too frequently they do this without the equipment on board --or the training --to deal with an emergency. In 2007, operators with no formal training were involved in 75 percent of all fatal boating accidents.

Anglers present a different problem. Although those who fish and water ski have similarly high numbers of accidents, the risk for an angler that a boating accident will prove fatal is 10 times that of someone on skis: 30 percent vs. 3 percent.

What accounts for the difference? Probably the environment in which these activities take place. Skiing is done in open water with three people involved: the boat operator, the lookout, and the skier. In open water, additional help for a downed skier can be as close as other boaters or people on or near the shore. Skiing is also more often a warm weather pursuit -again, raising the probability that other boaters will be nearby to help if needed. Most important, the skier is very likely to be wearing a life jacket.

Contrast this with the angler: possibly alone in a quiet cove, fishing during the "shoulder" seasons when vacationers and crowds of pleasure boaters are absent, and too often without a life jacket. Solitude, heavy clothes, and no life jacket are a deadly combination if a boat capsizes or someone falls overboard, accidents that contributed to more than 60 percent of boating fatalities in 2007.

These two groups - anglers and the experienced but under-trained - remain a major focus of the Coast Guard's mission to reduce boating accidents and fatalities. America's waterways are becoming more and more crowded. This is all the more reason for boaters to seek training in boating skills and emergency measures to ensure the safety of everyone on board.

- The U.S. Coast Guard



Warming up to the Boating Season

The start of the 2009 boating season is just around the corner for many of us, and the occasional warm day get one's nautical blood stirring pretty easily. As we start thinking about when to get back out on the water, it's a good time to remind ourselves about the importance of environmental conditions when we're planning an outing to the lake, sound, or ocean. Here are some pointers drawn from Coast Guard Auxiliary boating safety classes we teach in the Piedmont area of NC..

WATER TEMPERATURE

The air can be warm and balmy, and the sun shining brightly, but the water temperature can still be deadly for the unprepared or careless. Immersion in cold water leads to hypothermia - the potentially lethal lowering of your body temperature. For many bodies of water in central North Carolina, there are online resources that can tell you reasonably current water temperatures - consult the Army Corps of Engineers in your area for more information. For example, at Jordan Lake you can get water temperature information at <http://epcc.saw.usace.army.mil/bejrept.txt>.

A few quick tips for handling cold water conditions:

- ◆ First and foremost, if you don't have the proper gear for cold water conditions, don't go. Wait until the water temperature warms up a little later in the season.
- ◆ Always wear a USCG-approved life jacket, and make sure it is adjusted to fit properly. Under the best conditions it is very difficult to put on a life jacket when you are already in the water. If you hit the cold water, the shock may render you incapable of donning your jacket. Wear your life jacket at all times!
- ◆ Hypothermia can set in within minutes if the water is cold enough - get the victim out of the water as fast as possible. If someone goes into the water when the water temperature is below 60 degrees, treat it as a medical emergency, and seek medical assistance immediately. Signs of hypothermia include violent shivering or muscle rigidity, difficulty speaking, loss of muscle coordination, and amnesia or other mental impairment.
- ◆ If someone falls in the water, don't struggle or attempt to swim any distance - this just consumes energy and leads to faster heat loss. Instead, adopt the HELP position - Heat Escape Lessening Position - by floating in the water with your knees drawn up and your arms around your knees. Protect your core body temperature by keeping your chest warm. Keep your Type IV throwable PFD (seat-cushion or life-ring style) available at all times to throw to a victim in the water. If possible, keep a lightweight polypropylene line (the kind that floats) attached to the throwable PFD so you can pull the victim back to the boat, or recover the PDF after a bad throw

WEATHER

Weather always has the potential to be unpredictable. Already in the first of 2009, we have seen 30+ degree temperature swings in just a few hours as cold and warm air fronts pass through the area. Remember to check the weather the night before you go when you are planning your trip, and check it again the morning as you get ready to go.

Ideally you are carrying a marine-band VHF radio with weather channels built-in, so you can monitor weather conditions throughout your trip. Be sure to monitor the WX (weather channel) continuously if possible, or at least tune in regularly to get updated conditions and forecasts.

For any area you are boating in, know your "escape route" if bad weather blows up quickly. Where is the nearest boat ramp, anchorage, or sheltered cove you can retreat to in the event of a fast-moving storm or other severe weather condition? Use your charts to plan ahead so you have an idea what to do at each point on your journey

PROPER PREPARATIONS

Make sure you have clothing suitable for all the conditions you expect to encounter. For water temperatures less than 60 degrees, the Coast Guard Auxiliary uses special cold-weather suits that provide flotation as well as insulation against cold air and water - consider if such gear would be appropriate for your boat as well; special cold weather suits with integrated flotation can be purchased through most major marine dealers.

Make sure your boat is equipped with proper emergency gear to handle cold water conditions or accidental immersion. Carry blankets and spare clothing, since you will want to get anyone who goes overboard into dry clothes if at all possible. And be sure you are carrying a radio and proper emergency signaling equipment in case of an accident that puts your crew in the water - you'll need to get help as fast as possible under cold weather conditions.

CONCLUSION

Boating can be a year-round activity if you are careful and properly prepared. As the weather gets warmer and more and more of us get "boating fever", take some time to be aware of the environmental conditions and decide if it's really time to get out on the water. And when you do go, make sure you are properly equipped with both the information and the gear needed to keep you and your crew safe

- Tom Cole, FSO-PS

The Making of USCG Cadets

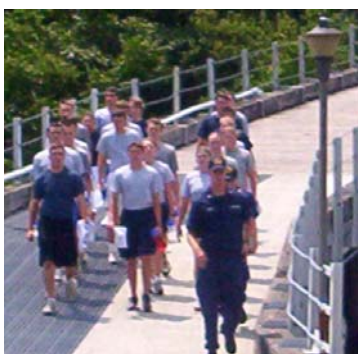
There are about 1,000 young men and women Cadets at the US Coast Guard Academy in New London, CT. How did they get there?

Unlike the other four Federal Service Academies [Army – West Point, NY; Navy – Annapolis, MD; Air Force – Colorado Springs, CO; and Merchant Marine – Kings Point, NY] which mainly use Congressional appointments, our academy Cadets can only enter through a national competition – no state quotas, no Congressmen or Senators involved. [This is presently under attack by certain Congressmen who feel they can add diversity to the Cadet ranks. But there are more Congressmen and Senators than open slots for Cadets each year – don't see how that would work.]



Until a few years ago the USCG Auxiliary had a "Career Counselor" program whereby high-school juniors were sought and sponsored to attend a one week summer program at the Academy. For reasons I won't go into, the Academy Admissions Department decided to take over the summer program and Cadet recruiting in general from the Auxiliary. They have expanded the program, called AIM (Academy Introduction Mission), to 500 youth each summer, each attending for one week over a three week period.

The youth are exposed to military discipline, live in the Cadet barracks, play competitive sports, are physically tested, learn to march and, most importantly, meet the Academy staff instructors and coaches. They line up in military formation immediately behind the newly entered fourth class (freshmen) for each meal – giving them a direct opportunity to see how they will be treated during their first year at the Academy.



The highlight of the experience is their engineering design and construction project. Teams of 6 – 8 AIMsters (as they are called) are given two large boxes of parts (including servo motors, radio controller transmitters and receivers, and lots of pieces which look like they came from Erector Sets), as well as two 18 x 18 x 4" styrofoam blocks.

They are then told their job is to design and build "vessels" which are capable of navigating shoals, setting buoys, rescuing persons from the water, cleaning up oil spills, catching and jailing a drug runner, servicing a light house and have the ability to land an aircraft on board. **THEY ARE NOT GIVEN ANY PLANS!**



The parts



The assembly

They are given 8 hours to design, build and test their "vessels" before placing their entry into competition with each other team. Each team is overseen (not supervised) by a pair of second class (junior) Cadets to keep them out of trouble and to point out major design difficulties. The competition is conducted on their last full day at the Academy in front of hundreds of their parents. Of course there are other competitions: marching and sports are all part of it.



The completion

By the end of the week the AIMsters are ready to make an enlightened decision as to whether to pursue admission to the CG Academy. Many say no to the prospect of four years of military discipline at least as tough as or tougher than any of the other service academies. But fully half of the next year's incoming class of about 300 are products of this wonderful experience. The voluntary drop-out rate for former AIMsters is zero, compared to about 10% for non-AIMsters during the first year at the Academy.

If you know of sharp high-schoolers who excel in mathematics and science, point them to www.uscga.edu for information and applications to both AIM and the Academy itself. CGA is frequently cited as being the most exclusive college to enter in the United States. Admission is extremely competitive, more so than Harvard, Yale, MIT, Stanford or any of the other Service Academies.

If you want to learn about becoming an Academy recruiter (Academy Admissions Partner) contact Jeanne or Dennis Herman or the undersigned for details. Opportunities exist to spend a week or more helping as part of the AIM program staff at the Academy, under orders.

- Jim Umberger, FSO-PV

I Love a Parade

Last year we saw not one but two parades that included our matchless floats and waving Auxiliarists.

First, the 50th anniversary of the Cary Band Day Parade was run on a beautiful, albeit chilly, November morning. A new addition to our promotional fleet was the recently retired Coast Guard "RIB" patrol boat. This bulbous, brilliant vessel surely caught the attention of parade goers. Division 9 stores this vessel, currently with Fred Cardin up on Belmont. Jim Ashley at the controls caught sight of Cary Mayor Weinbrecht on the reviewing stand, saluted him, got a snappy return salute and an applause from the other reviewers. Division 9 stores this vessel, currently with Fred Cardin up on Belmont (near Burlington).



The second Auxiliary unit was Carl Ralston's impressive cruiser, emblazoned with PE and VE posters. Don Lewis, high up on the bridge, constantly waved to the crowd which responded with applause every few hundred feet. Both boats were then hauled to Jordan Lake for a Nature Festival in the afternoon. Carl Ralston even volunteered to man the "hypothermia demonstration" for the Corps of Engineers.

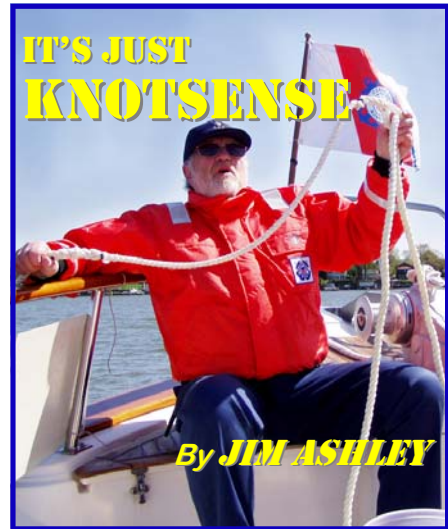
Parade number two was the Cary Jaycee's Christmas Parade. Ken Hoadley and Danny Collins plus his two grandchildren manned Ken's vessel for another rousing trip through downtown Cary. Although a shorter route than the Cary Band Day Parade, the crowds seemed even greater. The weather cooperated again, even warmer than in November.



If you've never spent a short hour riding one of our floats in a parade, it's a real heart warming experience.

Note: First two pix taken at Nature Festival, no photographer at the parade.

- Jim Ashley, FSO PA/PB



Surgeon's Knot

The task of single handedly wrapping up a package can be daunting without another hand to hold the first part of a knot or bow. This twice wrapped knot helps hold the first pass while preparing to seize the final knot. Surgeons know this. It is also useful when dealing with slippery polypropylene line.



First wrap first two ends of line as you would to tie a square knot.

Then pass the working end a second time around the other and snug up. Notice how much better it holds.



Now tie the second part of the knot.

Reference: *Knots and Ropework*, G Budworth

Ships Log is a publication of Flotilla 9-11, District 5SR of the U.S. Coast Guard Auxiliary. All rights reserved.
 Editor: Jim Ashley, FSO-PB
 Cary, NC
 Phone: 919-469-8360
 Email: 9-11.FSO-PA@CoastGuardAux.com