

Occoquan Yacht Club
P.O. Box 469, Occoquan, Va. 22125

The Daymarker

April, 1988, Vol. V, Issue 4

Member: PRYCA, CBYCA & UPYRC Boat/U.S. Accord # 80979

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Commodore Ron Tilmon 703-491-4214	Vice Commodore Terri Petrey 703-690-6577	Rear Commodore Mary Jo Worcester 703-494-2383	Secretary Ned W. Rhodes 703-534-2297	Treasurer Rich Ellis 703-690-6186
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Upcoming Events

April 23 – USCG Inspection and Third Annual I-95 Raft-Up
 May 7 – Fifth Annual Flag Raising and Overnight to Wades Bay



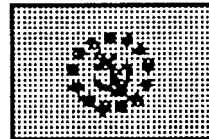
Commodore's Comments
 Ron Tilmon

Well folks, I did it. After a LONG grueling winter, I got faked out. Last Saturday, March 12, in 70 degree weather, I was overcome with Spring fever, fired up my engines and pumped all of my antifreeze overboard. Boy, did those engines sound good!! Then, I heard the weather report—COLD WITH POSSIBLE SNOW!!!! I really love our Northern Virginia Spring weather.

Elsewhere in The Daymarker you will find a notice of a joint CBYCA, U.S. Coast Guard hands-on safety training program. We need to advise them how many of our members would like to attend which session and where. If you are interested, please contact Terri Petrey or any other member of the Board to indicate your interests so we can turn in a consolidated list.

A sure sign of Spring – a few of us hearty souls (not soles Terri) ventured down to the Marina on Sunday, March 13 to welcome Stu and Christa Upson with their new yacht, a 36 foot Marine Trader. It sure is nice! Some of us managed to get ourselves and their new boat appropriately wet down. We all wish Stu and Christa “happy cruising” this summer when Stu retires and they finally get around to heading down to Florida and the Bahamas. Sounds like they have a tough life ahead of them. I hope they don’t rub it in too much to those of us who must remain behind and suffer the continued rigors of work and commuting. However, knowing Stu...

Hope to be seeing more of all of you “winter mushrooms” down on the docks now that Spring must surely be coming soon.



Vice Commodore's Comments
 Terri Petrey

I think I will reiterate what was said in my comments at the St. Patty's Day Party and General Membership Meeting held on Saturday, March 19th, at Fairfax Yacht Club.

I want to thank Walt and Susan Cheatum for talking to Mike Shehan, owner of Fairfax Yacht Club and allowing us to use his facility. I can think of nothing more our club members want than to have just such a club house. Maybe we could start a Club fund for just such an investment? I also wanted to thank the Cheatum's for speaking so kindly of the club so as to encourage new members George and Ginny Frank to join the night of the meeting. The Frank's own *EMPTY NEST*, is berthed at Hoffmaster's.

Dale Jacobs, on behalf of his wife Rita (the Club's Quartermistress) took orders for OYC shirts and jackets and other wearing apparel. Most orders will hopefully be received in time for boating weather.

The Ad-Hoc positions of Commodore for Sail and Racing are still open. Neabsco is having their beginners racing seminar weekend on April 9 and 10 at Fairfax Yacht Club. For the more experienced sailors, Quantico and Neabsco are both having their Spring Series tune-up cruises April 17th. We really need some representation from our Club so we can be recognized as a sailing club too. Originally the OYC was started by sailors and over the years has turned into a majority of “stink potters”. But we do have sailors and they are just as important. Unfortunately, they are limited in some trips the Club has to offer but they can make some of our other trips and participate in all Club social activities. What we don't offer in

the way of sailing events the sailors can participate in other PRYCA/CBYCA sailing functions which are held at neighboring yacht clubs throughout the season. For any questions regarding these events I have just mentioned, please contact Mike LaVersa at 960-0521.

The Club was in need of a Training and Safety Officer but as of the meeting on the 19th this position was filled by Dennis Moeller with the blessing of his wife Joyce?

In case no one else has heard, George and Eileen Kiesel, a.k.a. *IRISH MIST*, will be moving to Florida in July. Unfortunately they will be also leaving their Club positions of Commodore for Power and Social Director vacant. So once again we are in the position of having to ask for volunteers to fill these positions when they leave. Anyone who might be interested in these positions and might like to know more about the responsibilities of these jobs, please give me a call anytime after 6 p.m. at 690-6577. There is more information about this further on in this issue of The Daymarker.

For those hearty SOULS in the Club who are anxious to test their boats out, we will have our I-95 Raft-Up on April 23rd. In the past this has strictly been a shakedown and work-the-bugs-out cruise. Some of us will be cranking up the engines and generators for the first time for the season. What better way to find a possible problem then 50 feet from your very own slip? Come and join in the fun!

I look forward to seeing more of the membership at the docks with warming temperatures. *POWER PLAY* came through the winter in tip-top shape and is now ready for provisioning and a good cleaning and waxing!



Secretary's Comments Ned W. Rhodes

A Board Meeting was held on March 10 to finalize plans for the upcoming General Membership Meeting on March 19th. The following items were discussed and may be of general interest :

- The dues to PRYCA and CBYCA have been paid.
- Rich Ellis' son has agreed to play the bugle at the Flag Raising Ceremony in May.
- Prince William County has sent us a tax form for the storage shed that is stored at Holly Acres. Rich will get in touch with them to see if we really do owe any tax on it.
- Rich discussed the first quarter financial report. We appear to have a working capital balance of about \$1800.
- We are still in need of a Rear Commodore for Sail.
- One of our members has suggested that the club consider conducting an fire extinguisher and PFD drill. The board thinks this is a good idea and would like our new Safety and Training officer to look into it.

The next Board meeting is scheduled for April 21 at 7:30.

The General Membership Meeting on March 19 was brought to order at 8:10. Approximately 45 people attended. The first order of business was to present plaques to the old board members and a special presentation to Wayne and Nancy Cates for their help with social functions the previous year. Next, the members of board made their individual reports. There was no other old business.

On the subject of new business, it was reported that the board did not plan an activity for every weekend this year so as to encourage impromptu raft-ups and get-togethers.

The proposed dues increase was discussed and a motion was made and seconded that the membership accept the proposed dues increase. The motion carried by voice vote. The new dues structure will be as follows for the 1989 boating season :

<u>Type of Membership</u>	<u>Current</u>	<u>New</u>
Family	\$35	\$45
Individual	\$25	\$35
Associate	\$15	\$25
Juniors	\$ 5	\$ 5

A motion was made and seconded to volunteer Dennis Moeller for Safety and Training Officer. Dennis accepted after being voted into a volunteer position. Another motion was made to discuss the position of Rear Commodore for Power with specific Club members which Ron agreed to do.

A report was requested on the status of the OYC tool shed. The shed was moved to Holly Acres due to the fact that it was in violation of the OHM building permit. Once things have been settled with the county, it is anticipated that the shed will be moved back to marina property.

It was reported that there is no current news concerning the Blessing of the Fleet in Washington. Also, it was reported that there will be no Princess of the Potomac Pageant this year. There are plans to revise the affair and hold it again in 1989.

The Pier 5 Restaurant is currently closed and tied up in court. At a February 29th hearing it was reported that the Small Business Administration has 60 days to attempt to sell the lease. If they are not successful, then the lease will revert back to OHM.

The meeting was adjourned at 8:50 and the partying began in earnest.

Daylight Savings Time

A reminder that Daylight Savings Time (DST) starts this year on Saturday, April 2. The April Tidetable reflects this change.

Classified Ad

76 Marinette, F/B Exp. *She's a Lady* (703) 455-3455 Ed Detwiler.

Courtesy Marine Examination

April 23, 1988

The USCG Auxiliary has once again agreed to perform free CMEs for the OYC at OHM on Saturday, April 23. This "exam" is a courtesy and is performed to help us ensure that we have proper safety equipment on board. The size of your vessel will dictate what is required. The Auxiliarist who visits your vessel will look for things like current flares, the right number and style of PFDs, running lights in working order, and fire extinguishers. There are other considerations, again depending on the size and type of your vessel. Some boats need flame arrestors; some need the "oil discharge" notice; but all of our boats should be examined. Once you and your vessel "pass" the exam, your vessel will be adorned with a decal indicating that you had the CME for 1988. Should the Auxiliarist find something that isn't working (like a running light fuse that needs replacement), he will notify you and give you an opportunity to correct the situation and he will return later to complete the "exam". There will be five or six Auxiliarists at OHM on Saturday, April 23rd for most of the day. You will see them in their uniforms wandering all of the docks just eager to check your boat. They will have lunch aboard the *DUNMOEN* between 12:00 and 12:30 and then do some more wandering. We would like to have all OYC boats at OHM examined. For OYCers at other area marinas, please call Mer or John Piper aboard the *DUNMOEN* at (703) 490-4857 prior to April 23 and arrange for a CME that day. Should you not be able to have your CME done on April 23, please feel free to contact the following USCG Auxiliarists aboard their vessels as follows: Tom Tokash aboard the *TOKA T* at Harmony Seaport; John MacKinnon aboard the *LES DEB* at the Pilot House (#93); and, *JULIE'S JIM* or *IDLE HOUR* at Hoffmasters.

The New Daymarker

Several favorable comments have been received regarding the new look and layout of The Daymarker. It's easier to read, more pleasing to the eye, and has a more professional look to it. Even though we've computerized it, please feel free to submit any input you may have in any form. Now that the boating season is close upon us, please consider sharing your boating experiences with the rest of the Club by writing a blurb for inclusion in The Daymarker.

Condolences

We all wish to express our sincerest condolences to the Lynn family on the death of Dick's father on March 4, 1988.



Exec. Rear Commodore Comments
Mary Jo Worcester

Captain Fred's Foiled Fun-Filled Day

On one of the fine first days of Spring, fervent Captain Fred said to his foxy fabulous first mate Flora, "Flora, the weather is so fantastic. Let's call some of our fond friends and invite them to a fun-filled day aboard our flashy boat." Flora, who favored fun, sun and friendly folk, didn't falter - friends were invited.

Captain Fred, who was finicky and fastidious, and wanted his flashy boat to look its finest, fled to fix things up. He filled up on water and fuel; fetched the fenders; swabbed the floor and fiberglass; ferried ice; unfurled the flags. He was familiar with all and finished soon.

Friends arrived forenoon. They gathered on the flybridge, frivolous, frisky and full of hopes for a fun-filled day. Flora flung off the lines with a flourish. Captain Fred, famous for boat handling without a flaw, left the docks with a flair. They flowed out to the channel feeling mellifluous (fine & dandy).

Beings it was one of the first fine days of Spring, the Coast Guard fellows were out in full-fleet. Fred has no fears - his ship was first-rate (or so he felt!). These fine Coast Guard fellows floated near, and focused on Fred, Flora and all of their fine friends. "Show us your flotations", they said. Flora, being first mate, frantically flew to find the flotations. She found five, but, alas, needed eight. She foraged fore and aft, became flustered, flushed and frantic. Captain Fred followed her in a flurry, fervently flinging fixings out of the way. He frowned; fussed; flared up; (in other words, became foul!).

Finally Fred had to face the Coast Guard fellows and fess up. He knew he could not finagle, fabricate, nor fake it (he forgot to stow enough flotations for all his fond friends). What a faux pas!

The fellows fined Fred. Flora felt faint. The friends fretted, but forgave. However, the fun-filled day fizzled.

Face the facts - flotations are required for everyone on board. We are fortunate for fine friends - let's be fail-safe!

Fourth of July

It may seem a bit early to be talking about the Fourth of July, but it is never too early to appreciate a donation to the Club. Mr. Bob Sowers of Woodbridge Lincoln-Mercury Corp. was kind enough to give OYC a hundred feet of red/white/blue banner for us to use to cordon off our party area on June 25th when we have our Fourth-of-July Dock Party at OHM. The banner will be usable for many years and will add the appropriate color to the festivity of the time. It will be a pleasant change from some of our previous make-shift cordoning-off banners. THANK YOU, WOODBRIDGE LINCOLN-MERCURY.

ODE TO A NEGLECTED BOAT

The boat? Oh, it's fine!
Hey, pass me a beer...
I haven't gone down there
Since late last year.

I've been kinda busy
Ya know what I mean?
But the boat's doin' fine...
It sails like a dream.

Oh, it may need some cleaning
Or so I suspect,
Those bilges get grimy
And so does the deck.

The scuppers get clogged,
And it leaks down below,
But the pump's still working,
Or so I was told.

Whatever could happen?
The boat's doing fine!
Now let's have that beer
If you'd be so kind.

And stop all your worrying...
I'll get down there sometime.

NOTES FROM THE POOPDECK

Capt. John Piper

Modern technology - how did we ever get along without it? The Daymarker is an example. We have had two or three issues put together with the aid of a computer and a lot of the artwork has been computer generated. But this issue marks a milestone in that I am writing this article on a computer and it will be incorporated into the final layout without ever having been printed out or retyped. I can now submit my ramblings to the editor in the form of a computer disk. Convenient, yes. But I still know how to write with a pencil. Treat technology for what it is - a convenience and a help but don't become totally dependent on it. You may have an anchor alarm on your depth sounder, but that is no excuse for an unsecure anchoring. You may have a Loran with all the waypoints from here to eternity, but that is no excuse for not maintaining a forward watch and consulting your charts. Technology is an aid, but it is not a replacement for common sense.

On the other hand, there are a couple of new computer programs for navigation that have raw sex appeal to the techno-weenie. They are for the Macintosh computer and they present an up-to-date chart on the computer screen. When coupled to a Loran set, these programs will indicate your present position on the displayed chart. Just click on any

aid to navigation, and a window will display all of the characteristics for that aid. Click on a town, and you can call up information as to marinas, restaurants, etc. But best of all, when you click on a desired series of waypoints, say from the marina to Robertson's Crab House, the computer will load these waypoints into the Loran and you are ready for hands-off navigation via the Loran and autopilot. This isn't an aid to navigation, it's pure technological seduction!

But what happens when you blow a fuse or your battery dies an unnatural death? No Loran, no Radar, no autopilot, no computer, maybe not even running lights. Are you qualified to pilot your boat with a chart, a flashlight, a pencil and binoculars? At night? In a fog? When it comes down to the nitty-gritty, you are the only thing that will still be functioning. Are you up to it?



RULES OF THE ROAD

Past Commodore Karl Day

Did you know that there are Rules of the Road or Navigation rules that are applicable to everything you do with your boat? Do you know that these rules are the law and are enforceable? They are expressly intended to provide rules for behavior which should prevent collisions at sea. The term sea includes the Occoquan, the Mattawoman, the Potomac, etc. Although there is no requirement that we learn the rules, we are responsible for the operation of our boats in compliance with the rules. The fact that this seems inconsistent is one of the great frustrations inherent in boating. From the outset, let me say that I support an article written by Bob LaSerte some time ago wherein he advocated mandatory licensing and/or training for people who desire to operate boats. It seems ludicrous to me that it is legal for an individual to be held responsible for complying with rules with which he is not directly required to be familiar. Let's go over some of the rules and how they should be applied. For some of you this will be a rehash of well known information. For far too many, however, I am afraid it will be totally new ground. Obviously there is too much to cover in one issue of The Daymarker but we can start.

The Navigation Rules are published by the U.S. Department of Transportation, United States Coast Guard and are divided into two sets of rules - International and Inland. For our purposes, we will talk only about rules as they apply to Inland waters which include our local boating waters.

Under Part A-General Rule 1, it states that (a) these Rules apply to all vessels upon the inland waters of the United States, and to vessels of the United States on the Canadian waters of the Great Lakes to the extent that there is no conflict with Canadian law.

Now what is a vessel as defined under these rules? Rule 3, General Definition says:

(a) The word "vessel" includes every description of water craft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on the water;

(b) The term "power vessel" means any vessel propelled by machinery;

(c) The term "sailing vessel" means any vessel under sail provided that propelling machinery, if fitted, is not being used;

(d) The term "vessel engaged in fishing" means any vessel fishing with nets, lines, trawls, or other fishing apparatus which restricts maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability;

A little elaboration is appropriate here. Sub-paragraph (a) seems self-explanatory. Note, however, that a sail boat when it is using its auxiliary engine for propulsion is a "power vessel" irrespective of whether or not it has sails hoisted. The ploy often used by sailors to command right of way is to hoist the sails, start the engines, and drive around as they will. I am sure no one in the OYC would do such a thing but I have yielded to too many sailing vessels pointing into the wind better than a 12 meter, only to have them go chuffing by as their little motor does things they couldn't do under sail alone. You may get away with it, but in the event of a collision, you will be held accountable for complying with the Rules as a power vessel. Beware. Note in (c) that just because you are trolling for blue fish, you have no special rights. It may inconvenience you to give way to another vessel but if the rules say you must - YOU MUST.

Let's talk next about steering and sailing rules. Under Subpart 1, Rule 4 states "Rules in this subpart apply in any condition of visibility."

Rule 5 then says: "Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of the collision."

Now that we are complying with Rule 5 and keeping a good lookout, what do we do if we see another boat? Our first concern should be whether or not there is risk of collision with the other boat or boats, as the case may be. If the other vessel is five miles away, it may be a little premature to make this determination but a good skipper will keep a watchful eye on the other boat and if it gets closer, begin to evaluate any potential threat. Beware of large ships. They are deceptively fast and neither stop nor maneuver very well. They can be a real problem if we don't plan ahead.

As a vessel gets within a mile of us, on the Occoquan and Potomac, the ranges will be much less usually, apply the concept of "constant bearing - decreasing range" to see if the potential for a collision exists. Bearing, as most of you know, is the relative direction of the other boat from your boat. We can say we see a vessel at 3 o'clock or bearing 90 degrees and mean the same thing. A boat directly behind us would be at 6 o'clock or bearing 180 degrees. The degrees have nothing to do with the compass. Relative bearing is determined based upon the bow of your boat being 0 degrees, the stern 180 degrees, the port beam 270 degrees, etc. Each clock hour is the equivalent of 30 degrees relative bearing by the way. If a vessel remains at a constant bearing but gets closer and closer, there is a likelihood that both boats will arrive at the same spot at the same time and a collision will result. If the bearing decreases as the range decreases, the other boat should pass in

front of you. By the same token, if the bearing increases, the other boat should pass behind you. All of this is dependent, however, on both vessels maintaining course and speed.

If the threat of collision exists, then there comes into play the entire matter of "right of way". For our purposes in this issue, we will discuss power vessels almost exclusively. For you sailors with auxiliary engines remember this includes you if the motor is operating regardless of where you happen to be storing your sails at the time.

Before we get into a detailed discussion of which power boat has the "right of way" over another, we should mention the fact that there is an official hierarchy on the water. This hierarchy is not determined, as some in the local area believe, by how long our boat is or by how much it cost, or even how fast it goes. The prudent among us will yield because we value our lives and those of our loved ones too much to test the will of the bully. Some vessels really do have "right of way" over all other vessels below them in the hierarchy - period. You will notice in the following list, there is no reference to any of the "stay ahead of the Jones" discriminators mentioned above.

There is a sentence which is used to teach this hierarchy and it is: **On Narrow Roads Driving Fast Scares People Silly.** The first letter in each of the words gives a clue as to the class of vessel referred to.

O - Overtaken. All vessels which, based upon their relative position, are overtaking another vessel must yield and not interfere with the progress of the overtaken vessel. This includes, on the rare occasion, a sail boat overtaking a power boat.

N - Not Under Command. There are vessels that for any of a variety of reasons cannot be made to respond to the helm so as to maneuver according to the rules. Such a vessel must fly specific signals or show lights which clearly indicate their status. More about that in a later issue.

R - Restricted in Maneuverability. RIMs as they are called are vessels such as buoy tenders and others which because of the nature of their activity or duty are limited in their ability to maneuver in accordance with the rules.

D - Vessels Constrained by Draft. Not recognized under the Inland Rules but under International Rules it means a vessel that is restricted due to its draft to a narrow channel.

F - Fishing. A vessel such as the ones we described earlier but not your basic blue fish sportsman.

S - Sailing. We know what this is but remember the admonishment about the use of power.

P - Power. We know what this is too and don't try hanging your laundry on the boat to look like a sailboat. The real rag haulers get upset.

S - Seaplanes. Basically, these guys, interesting though they may be to watch, have no priority over anyone and are generally expected to keep "well clear" of all other vessels.

There you have the "pecking order" for vessels. Each vessel must yield the right of way to any and all vessels above it in this list.

Now that we have gotten through some of the basics, let's take a break until next month when we will discuss some of the specific rules which must be applied when one vessel encounters another.

Boating Week Set for June 5-12

(Liberated from SOUNDINGS, April 1988)

"The theme for the 1988 National Safe Boating Week June 5-12 is 'Know before you go', and is aimed primarily at small-boat owners and 'non-boaters,'" said William T. Ladd, boating week spokesman.

"There are thousands who don't consider themselves boaters because they are out there to fish or hunt or even water-ski," Ladd said. "One of the biggest problems with this group is getting to them to educate them about boating safety."

Small-craft boaters make up the majority of boaters nationwide. The latest Coast Guard statistics show that 59.6% of all registered boats are 16 feet and shorter. The majority of the rest are shorter than 20 feet.

Safety Boating Week will focus on six areas: alcohol, personal flotation devices (PFDs), boat stability, weather, hypothermia and float plans.

POT POURRI

Annie and Jim Burrows are the proud owners of a 25' Sea Ray that is to be delivered in late April. The boat has been appropriately named *ANNIE C IV*.

On March 13th, Stu and Christa Upson delivered their 36' Marine Trader to OHM to a crowd of well wishers. Their boat is named *Gramps*. We don't have enough column space to tell the whole story behind the name, but please ask Stu.



The Nature Corner

Mate Mer

Last month I reported that the ducks had returned to OHM and that I would commence the bread hoarding ritual. Well, there is cheap bread in the freezer for when the babies arrive, but for the adults I have found that toasted oats (Giant brand of Cheerios) from the bulk section of Giant work just fine. You can toss a handful of oats out and there is no fighting among the ducks as to which one gets the most. At least there hasn't been any fighting yet! The other nice thing about the oats is that they don't seem to spoil the way bread does. So, since the ducks have been seen wandering between all of the docks at OHM, why not have a bag of toasted oats on board your boat so you will be ready to enjoy nature's guests when they visit your dock. I don't want all of the pleasure - I really am willing to share.



APRIL 88 TIDES

Correction (-): 00:15

	DATE	EST TIME (DC)	EDT TIME (OCCOQUAN)	TIDE	
Standard Time	Saturday-Apr-2	02:22	01:07	0.2	
		07:48	06:33	3.0	
		14:58	13:43	0.2	
		20:16	19:01	2.8	
EASTER DAYLIGHT SAVINGS TIME!	Sunday-Apr-3	02:55	02:40	0.3	
		08:16	08:01	3.1	
		15:40	15:25	0.2	
		20:48	20:33	2.8	
	Saturday-Apr-9	00:27	00:12	2.5	
		07:14	06:59	0.5	
		12:37	12:22	3.0	
	Sunday-Apr-10	20:30	20:15	0.5	
		01:33	01:18	2.5	
		08:27	08:12	0.5	
		13:46	13:31	2.9	
	21:33	21:18	0.4		
	Saturday-Apr-16	01:58	01:43	-0.2	
		07:22	07:07	3.4	
		14:41	14:26	-0.4	
	Sunday-Apr-17	19:55	19:40	3.0	
		02:43	02:28	-0.2	
		08:08	07:53	3.5	
		15:32	15:17	-0.4	
	20:43	20:28	2.9		
USCG Aux Courtesy Inspection I-95 Raft-Up	Saturday-Apr-23	01:07	00:52	2.4	
		07:25	07:10	0.4	
		13:01	12:46	2.6	
	Sunday-Apr-24	20:26	20:11	0.3	
		02:10	01:55	2.4	
	Sunday-May-1	08:21	08:06	0.5	
		14:07	13:52	2.5	
		21:17	21:02	0.3	
	Saturday-Apr-30	01:00	00:45	0.4	
		06:38	06:23	3.2	
		13:50	13:35	0.3	
		19:10	18:55	2.8	
	Sunday-May-1	01:39	01:24	0.4	
		07:08	06:53	3.3	
		14:35	14:20	0.3	
		19:46	19:31	2.8	

CHESAPEAKE BAY YACHT CLUBS ASSOCIATION

SUBJECT: Proposed Outline of CBYCA/USCG Hands-On
Boating Safety Training Course

DATES: April 30 and May 7, 1988

TIMES: 1000--1600 (Subject to change for local
needs).

LOCATIONS: USCG STATIONS: Annapolis, Curtis Bay, St.
Inigoes, Stillpond, Taylor's Island,
Cruiser Capstan.

INSTRUCTORS: USCG and USCG Auxiliary personnel

COURSE OUTLINE:

I. Morning Session

- a. Introduction; administrative matters, program outline, procedures, etc.
- b. Briefing; mission, organization, communications, equipment, operations and control, policies, etc.
- c. Tour of facility; conducted tour of base, including boats and equipment.

II. Lunch Break; 1200--1300 (brown bag)

III. Afternoon Session; 1300--1600

- a. Briefing; pyrotechnics, fire-fighting equipment, procedures for demonstration and "hands-on," safety considerations, VHF Procedures during emergencies, PFD's, how to handle a boat under helicopter rescue, and down drafts.
- b. Hands- On Training:
 - Hand-held signal devices, to be fired by participants under controlled conditions-- various types as are available
 - Firefighting demonstrations; use of different types of equipment-- direct participation, as practicable-- paper, wood, RGF, electrical alcohol, fabrics, liquids.
 - Demonstration of specific equipment and techniques; include "handy-billy" pump and installed boat equipment.
 - Man-overboard- "life-sling" type devices
 - Towing; demonstration of equipment and techniques to tow and to be towed .
 - PFD's- use and fitting
- c. Close-Out Briefing; review of day's instruction (Q & A) and discussion to include recreational boating safety equipment requirements, use of personal flotation devices, hypothermia how to handle common emergency situations, SAR situations and experiences, towing and related policies, and topics of particular interest to participants.