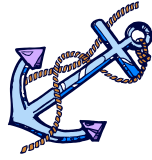


ANCHOR LINE



Flotilla 87

Englewood, Fla.

7th Coast Guard District
www.CoastGuardEnglewood.com

Volume XLVIII April, 2010 Number 4



Coxswain J. Cahow, right, goes over pre-underway checklist for his QE mission as Qualification Examiner C. Jankowski (red hat) R. Waters and A. Durner observe

Photo by Skip Wilson

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2010 FLOTILLA 87 OFFICERS DIVISION 8 DISTRICT 7



Flotilla Commander
Flotilla Vice Cmdr.
 Member Training
 Public Education
 Vessel Examination
 Operations
 Personnel Services
 Public Affairs
 Publications
 Secretary/Records
 Finance
 Communications
 Materials
 Information Svc
 Navigation System
 RBS Visitation
 Marine Safety
 Communication Svc
 Imm. Past Fl. Cmdr.
 Historian
 Lay Leader
 Proctor
 Flotilla Webmaster
 Social Chairperson

FC
VFC
 FSO-MT
 FSO-PE
 FSO-VE
 FSO-OP
 FSO-PS
 FSO-PA
 FSO-PB
 FSO-SR
 FSO-FN
 FSO-CM
 FSO-MA
 FSO-IS
 FSO-AN
 FSO-PV
 FSO-MS
 FSO-CS
 IPFC

Rodney D. Dimon
Max P. Muller

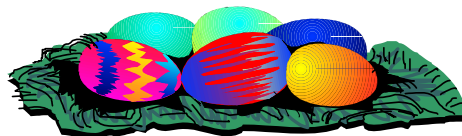
Nancy Lee G. Waters
 Gerald L. Meckenberg
 Wilbur R. Gray

David C. Nielsen
 Judith A. Abbott
 Judith A. Abbott
 Robert W. Schmidt
 Gerald L. Meckenberg
 Anton (Tony) Durner
 Robert M. Waters
 David P. Senkpiel
 Gregory J. Masonick

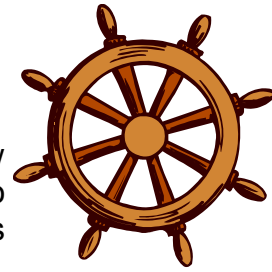
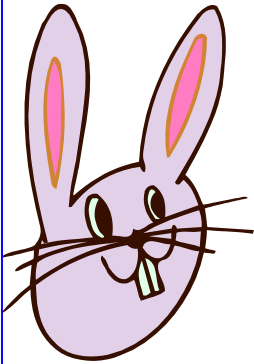
Graham Leadbetter, Ph. D
 Arthur J. "Skip" Wilson

Judith A. Abbott
 Ruth A. White
 Graham Leadbetter, Ph. D
 Sandy Bilsky

<u>APRIL EVENTS</u>		
6.....	Flotilla Staff Officers' Meeting, Lemon Bay Park	7 pm
10.....	Division 8 Awards Meeting, FL 84, Sarasota	9 am
13.....	Flotilla Members' Meeting, Lemon Bay Park	7 pm



**FROM THE HELM:
Rodney D. Dimon, Commander**



Throughout my lifetime experiences, I know of only one person who is open and willing to accept change. Unfortunately, that person is a wet baby, but that's just human nature.

The change we need to discuss centers around the new and improved 7029. You know, that's that new form that shows up and disappears, and shows up again, with numerous e-mails that explain how to fill it out. You know that one! Well, how many of us were "Johnny on the spot" when it came to submitting the 'old' 7029 on a timely basis? My Shipmates, we are looking at April, and according to our FS0-IS no more than six 7029 forms have been submitted – and the same goes for the 7030! I cannot tell you to do something I have not done, especially when it can be a hassle. So, I have submitted a year to date 7029, and lived to tell about it!

On March third, Bob Waters e-mailed all of us the 7029 and 7030 forms as an MS word version document. PLEASE use this form to enter your time, mileage, and unreimbursed expenses and send it to Bob. I did this during NCIS, and finished before the program did- wow, it can be done, and done without pain – honest. So, please submit your 7029 N O W. The Flotilla and membership need your numbers to be entered into the system.

Lately, when I attend a Commanders' meeting, and even during a flotilla staff meeting, I have heard comments coming down the pike, in general, alleging that there is no need to ask a flotilla for a call out because no one can respond (too old), and another one minimizing the Auxiliary that it is just a hobby for "those people." I cannot fix this, nor comment on those remarks. However, we can have the accountability (all of us) to submit 7029 and 7030 on a MONTHLY basis as a minimum, so anyone who looks at our flotilla's hours will see an accurate snapshot of member activity, instead of the current few hours that show up on the report.

Submitting the 7029 and 7030 is one of the small ways we can show people we are effective and continue to set the example. We can take pride in doing so much that not taking additional time to fill out a form is just not acceptable. Show 'em we do it, don't just tell 'em we do it!

Charlie Mike, Out.

NOTICE

The new date for the 8hr TCT Is Saturday April 17th at Flotilla 84 in Sarasota. Time, no later than 0830. Uniform: tropical blue or ODU (COMPLETE) Lunch will be served for \$5.00. Members wishing to attend please contact Max Muller, VFC for registration.

Lee Waters, FSO-PE



Our latest program, ABS ended on March 27th with 9 graduates. The instructors worked hard to present the materials, answered questions and prepared the participants for their final exam. Our newest instructor trainee, Graham Leadbetter, presented his first presentation and he did a fine job. We look forward to future presentations from him. On the horizon will be our next ABS program. The dates for this session are May 15th and 22nd, 2010 from 0830-1230. If you know someone who wants to take a safe boating program but is unwilling or can't spare the time for the long commitment of the BS&S program, this venue is the perfect fit! Pass on the word.

The Weekend Navigator program is moving along with proposed dates sometime in September. The WN instructors and I will be meeting this month where we will present to each other our proposed PowerPoint presentations along with proposed time allotted for each presentation. We have five members who signed up for the program, but I'm hoping that five more members will add their names to the list of participants (ratio of 2 participants to each instructor) allowing us more one on one time.

For those of you who missed the excitement, I'll pass on the news. We were asked by Sarasota Parks and Recreation to move our supplies from the closet at Lemon Bay Park. Thanks to the work of several members, we were able to move all of our supplies to a storage facility that Tony Durner rented for the flotilla. It is now easier to obtain our supplies and my husband thanks the flotilla for the few empty shelves in our garage. Don't tell him about the supplies I have in the guestroom.

Don't forget to remind your friends and neighbors to wear their life jackets when they are boating because they only work if you wear them.

Boat Smart, Boat
Safe.... Wear It



Max P. Muller, VFC

Spring is on the way, and along with it comes nicer weather for boating. That means more work for us, involving crew and coxswain responsibilities, vessel exams, and boater education. It is important to the flotilla and the staff officers that all members make every effort to maintain their currency for each rating that they hold so that we will be ready for the season. From time to time I will be highlighting members who contribute their talents above and beyond their normal responsibilities as I see them. I'll call it "**Max's Spotlight.**"

I would like to express my appreciation to Gabby Gray for his special efforts to get all of the "out of currency" crew and coxswains up to date. We had a large group of members that needed recurrent training and QE testing. Co-coordinating the people, the weather and the facilities was a challenging task. Thanks Gabby! Another Staff Officer that has worked tirelessly during the past months to accomplish successful results, is Lee Waters FSO-PE. Faced with difficult situations relating to the ever dwindling support from Sarasota County, uncooperative scheduling, canceling the access to storage for our supplies, and no time to move, Lee saw to it that what was needed to be done, was done. Its efforts like these that make our flotilla strong and successful! My personal thank you. I will be "*spotlighting*" additional members in coming months that work hard for the benefit of the flotilla and its members.

Although it is each member's responsibility to watch their qualification dates, I realize that if one doesn't have daily access to the necessary information it can be difficult to do. I will be working to find a more efficient system.

I am proud to work with all of you.



W. R. "Gabby" Gray, FSO-OP



Not all of the patrols for the month of February were completed because of the weather.

All 10 members that needed recertifying by a QE passed. Congratulations to all!

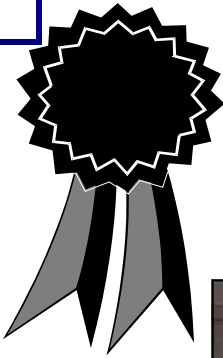
All Coxswain and Crew members, if you are due to have your 3 year requals and currency maintenance this year (2010), please contact MT / OPs so we can make arrangements and get it done EARLY this year. .

Coxswains please do your 5132s and 7030s as soon as possible after your patrols and continue filling them out correctly, thanks. (don't forget to fill out a 4612 SAR report if you get an assist) and don't forget to invite a new trainee along on your patrols and get them familiar with your towing equipment and where it is kept.

All members, still use caution while transiting Stump Pass as the temporary markers continue to change at times.

Keep up the good work this year and thanks to all for the excellent cooperation and help in the past years.
"Gabby"

AWARDS & CERTIFICATES



Left to right: G. Leadbetter, L. Waters and R. Waters display their Navigation Specialists Certificates presented by M. Muller, VFC



Left to right: G. Masonick, W. Gray, D. Senkpiel, A. Osiecki, R. Schmidt, G. Meckenberg and J. Cahow with their Certificates of Appreciation for Operations presented by M. Muller, VFC

Photos by Judy Abbott



Re-qualification Time for Flotilla 87



QE Casey Jankowski (red hat) briefs the crew



QEs C. Jankowski (standing) and W. Gray right (sitting) confer with each other



Vessels preparing to leave the dock



M. Muller awaits the tow line



Tow line being passed by A. Durner

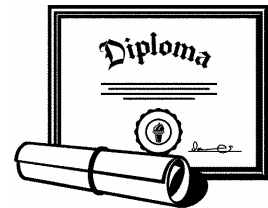


Back at the dock Crew and QE critique the exercise

Photos provided by J. Rienks and A. Wilson



ABS March Session



March, 2010 ABS Program graduates



R. Waters, G. Leadbetter and R. White grade tests while a participant awaits his score



Participants model life jackets



Photos by Judy Abbott

Dave Nielsen, FSO-PA



Rules of the Road

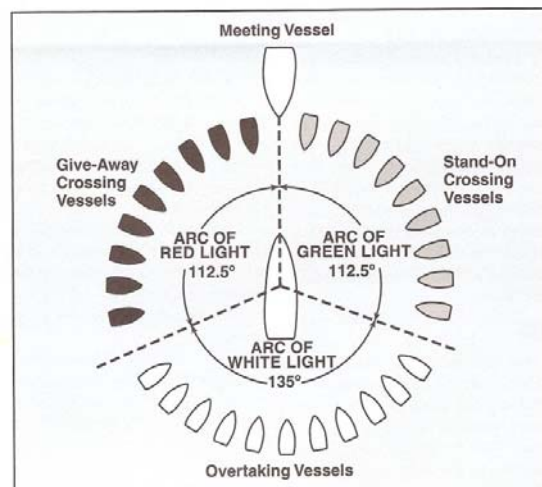
Are you Stand-on or Give-Way?

Navigating on open waters can be very confusing and dangerous if you do not know the Rules of the Road. Professional mariners know these rules as do most experienced boaters.

The Rules are the NAVIGATION RULES (Nav Rules) which are actually in two parts. The first are the 72 COLREGS, formally known as the Convention on the International Regulations for Preventing Collisions at Sea. The second is the Inland Rules. Both were adopted by the United States and the Coast Guard is charged with their enforcement in U.S. waters. These Rules apply to all vessels on international and inland waters.

Although all the rules are important, there are several that pertain to good seamanship in regards to conduct between vessels. Understanding who the stand-on vessel is and who the give-way vessel is when two vessels approach each other can make boating much more pleasant and safer, too.

Determining which vessel is stand-on or give-way requires us to know three sectors of a vessel. The three sectors account for 360 degrees in a circle. The accompanying diagram depicts the three sectors. I'll save the detailed references to degrees of arc for another time. We see these sectors easily at night as the starboard or right side showing a green light, port or left side shows a red light and a white light on the stern.



Graphic from Boating Skills & Seamanship

Basically, the Rules require that the stand-on vessel maintain its course and speed unless a danger of collision is apparent. A give-way vessel must also take whatever action is necessary to avoid a collision. The stand-on vessel maintains its course and speed in order that the give-way vessel can predict what the stand-on vessel will do.

When two vessels approach one another, the captain(s) must determine what action to take.

Continued next page.....

Stand-on or Give-way...Cont'd.

At night when two vessels approach each other from dead ahead means you will see both of the other vessel's red and green navigation lights. Both vessels are give-way vessels and each must turn to starboard in order that they pass each other port to port. Passing starboard to starboard is permissible provided both captains agree via sound signals or VHF radio communication.

When you see another vessel's stern light, you are over taking it. You are the give-way vessel and must avoid this vessel. Deciding which side to pass the stand-on vessel should be determined by sound signals or VHF radio communication.

When you see another vessel's port side or red sidelight, you are again the give-way vessel. This is a crossing situation and you must alter your course to pass astern of the stand-on vessel. The other vessel is the stand-on vessel and sees your starboard side or green sidelight. This vessel maintains its course and speed.

Remember, "most" experienced boaters and professional mariners know the Rules. The other captain may not see your lights or know what they mean. Should the other vessel not treat you as the stand-on vessel and alter their course as required, give the danger signal (5 short and rapid blasts on the horn or whistle) and change your course to prevent a collision.

Certainly, this abbreviated narrative of who is stand-on or give-way does not cover all the situations that may occur on the water. This narrative applies to power driven vessels as these descriptions change if one or both vessels are under sail.

Interested in learning more about navigation and safe boating? For more information visit <http://www.cgaux.org/boatinged/> or <http://www.usps.org/>

Be safe out there and I'll see you on the water.

Dave Nielsen is a safe boating instructor and vessel examiner for the Coast Guard Auxiliary, Englewood Flotilla www.coastguardenglewood.com and the Pease River Sail & Power Squadron, Punta Gorda www.puntagorda-boating.org You may contact him at: dc.nielsen@hotmail.com.

Editor's Note:

Dave is a regular contributor to the SUN newspaper's WaterLine boating and fishing magazine promoting the USCG and CG AUXILIARY'S safe boating message. The preceding article has appeared recently in the Waterline.

