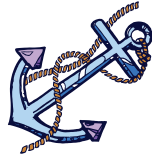


# ANCHOR LINE

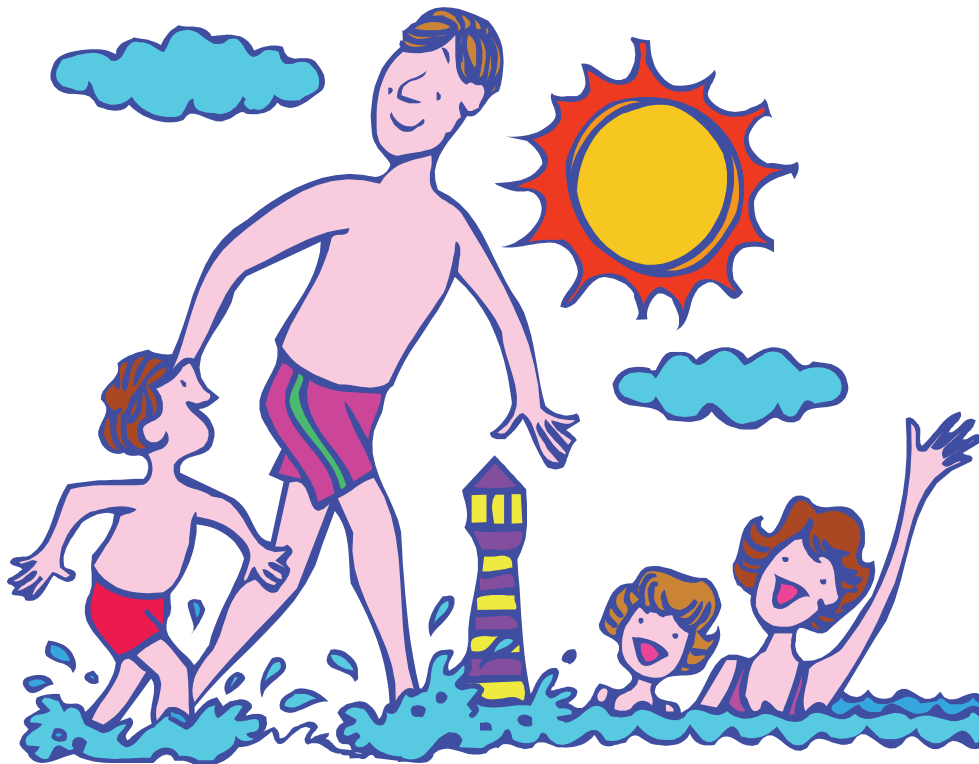


**Flotilla 87**

**Englewood, Fla.**

7th Coast Guard District  
[www.CoastGuardEnglewood.com](http://www.CoastGuardEnglewood.com)

Volume XLVIII August, 2010 Number 8



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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  
 Fellowship

**FC**  
**VFC**  
 FSO-MT  
 FSO-PE  
 FSO-VE  
 FSO-OP  
 FSO-HR  
 FSO-PA  
 FSO-PB  
 FSO-SR  
 FSO-FN  
 FSO-CM  
 FSO-MA  
 FSO-IS  
 FSO-NS  
 FSO-PV  
 FSO-MS  
 FSO-CS  
 IPFC

**Rodney D. Dimon**  
**Max P. Muller**  
 Anton (Tony) Durner  
 Nancy Lee G. Waters  
 Gerald L. Meckenberg  
 Wilbur R. Gray  
 Sandy Bilsky  
 David C. Nielsen  
 Judith A. Abbott  
 Judith A. Abbott  
 Robert W. Schmidt  
 Gerald L. Meckenberg  
 Anton (Tony) Durner  
  
 David P. Senkpiel  
 Gregory J. Masonick  
  
 Graham Leadbetter, Ph. D  
 Arthur J. "Skip" Wilson  
  
 Judith A. Abbott  
 Ruth A. White  
 Graham Leadbetter, Ph. D

## AUGUST EVENTS

**NO MEETINGS IN AUGUST**



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



Ahoy, fellow Shipmates! Back in May Commandant Admiral Bob Papp revealed his guiding principles for all members of the Coast Guard “family”, which are: STEADY THE SERVICE, HONOR OUR PROFESSION, STRENGTHEN OUR PARTNERSHIPS, and RESPECT OUR SHIPMATES.

Respect our Shipmates certainly applies to our flotilla and how we interact with and among each other. Admiral Papp says this about Shipmate respect: “I am committed to a climate of care and concern for Shipmates, on a daily basis. Our people are our greatest asset and our ability to perform our mission ultimately depends on your health, vibrancy, training and capabilities. We must provide the best in human resource management, administrative support, wellness programs and professional development, while maintaining a safe, collaborative and productive work environment.”

As a Flotilla Commander, I loudly support the principle of Respect our Shipmates into a live action reality within our flotilla on shore as well as on the water. During the past two years, I have taken to heart the important skills and “charges” from various Flotilla Leadership Academy sessions that include the following: stay tuned to our core values, remain focused on mission and goals, and remember the watch words of integration, innovation, and integrity. And finally, yet most difficult at times: Do the right thing.

Your acceptance of these operating principles into your Auxiliary activities will ensure a collective success of all our efforts within the Flotilla and Division.

**NEW FLOTILLA STAFF OFFICER- INFORMATION SERVICES ANNOUNCED**

Graham Leadbetter is the new FSO-IS. We request you hold your 7029S, 7030s and other documents until a short further notice while Graham is receiving training and direction on his new duties and responsibilities.

Charlie Mike - out

# LOOK AT THIS



Congratulations to Al Osiecki who was presented with his AUXOP device by Braxton Ezell, DCDR and Paulette Parent, VCDR. Al completed the six specialty courses required for the award.



Anton "Tony" Durner took the oath of office as the flotilla's new FSO-MT. The oath was administered by Paulette Parent, VCDR and Braxton Ezell, DCDR

## **Max P. Muller, VFC**

Our FSO positions are currently undergoing some changes in order to strengthen our flotilla's productivity and operations. We have a new FSO-IS officer, Graham Leadbetter. I look forward to working with Graham and setting up a smooth system for our members to report their activities.

Tony Durner is already hard at work as our new FSO-MT, planning classes and training. There most likely will be some more changes to come as the year progresses in order to stabilize our flotilla's operations.

I am pleased with the positive attitude that our staff and membership is working with, and I hope that more of you will re-ignite your volunteer spirit. I am also encouraged by the caliber of new applicants that will be joining our ranks, they are anxious to start contributing. (Thanks to Sandy Bilsky's work). Overall, things are looking brighter, I just ask for your patience while we transition.

Many thanks to **ALL** of the staff officers for your hard work!

I also encourage the membership to take advantage of the classes offered outside of our flotilla. Sarasota Flotilla 84 and Venice Flotilla 86 have some great programs available.

The next staff meeting will be in September.



## **Lee Waters, FSO-PE**

We can now have a restful summer as we rest and travel and then start preparing for the September ABS session. I will be calling instructors in August to set up the schedule for this program with the session running on Tuesday, Wednesday and Thursday, the 7th, 8th and 9th at Royal Palm Marina. Along with the great job that Dave Nielsen does with promoting the programs, the membership also needs to promote it to their friends and neighbors.



Continued next page.....

## **FSO-PE Cont'd.....**

Whereas this is a lean time on the waterways for our snowbird friends and neighbors it is the prime time for all of us who live here year round. Just because we have been boating for a number of years, we should remember the importance of wearing a life jacket and filling out a float plan every time we go on the water. Even the FWC officer was shamed into putting on his life jacket when he spotted us on patrol. We are never too old or too smart to be safe on the waters. Have a great summer and see you in the fall.

---

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



**Don't forget we are into the Hurricane Season; keep your vessels fueled up.**

All patrols were completed for the month of July.

Coxswains and facility owners pay attention when your facility is due for re-inspection so we can get the paper work completed and turned in. If you don't hear from me please contact me.

If you are going away for some time during the summer months PLEASE let me or Rod know.

I would like to thank all coxswains, crew and radio watchstanders for taking up the slack while some of our members that are on vacation and or up north for the summer.

Crewmembers don't forget if you have a free day and have not been called for a patrol lately get on the phone and call a coxswain to see if you can go along. Coxswains don't forget to go over your towing equipment and the location of all your other equipment.

Also coxswains don't forget to let me or Graham know if you get a tow or make a night run so you get credited for your annual maintenance.

Coxswains don't forget if you get a call-out or a tow you have to fill out a new 4612 "SAR" incident report and send a Copy-1 CG Unit to Station Cortez within 48 hrs.

All members don't forget to use caution when you use Stump Pass. If it's a strong outgoing tide with a wind coming from the west the Pass gets real rough. Also the channel is narrow and goes south a little along the beach.

We are still having FUN, keep up the good work.

"Gabby"

## **Tony Durner, FSO-MT**

I recently received an email from Casey Jankowski the Division Member Training Officer from Division 8. They are planning an Aids to Navigation Workshop to be presented on September 11, 2010 at the Flotilla 84 location in Sarasota. It will start at 0900 and end about 1500 or 1600. There will be a break for lunch. Lunch will be available for \$5 for ½ a hero sandwich from the local Publix.

I would urge all of our members to take this workshop if your interests are associated with our local waters. Especially crew, coxswain, coxswain wantables or an instructor teaching a boating course. If you only go on the water for fishing or pleasure it would not hurt to know more about aids to navigation for your own personal safety on the water.

Remember, one of the more difficult things for coxswain qualifications is the Aids to Navigation test. This is the kind of workshop that is invaluable for learning this material.

Please Email me or call and let me know if you are interested in attending so I can pass the information on.

## **NOTICE**

### **To all Crew/Coxswain and those wishing to become Crew / Coxswain.**

On Saturday, September 18th, 2010 there will be a Division 8 hosted program to review requirement for Crew and Coxswain qualifications. The venue for this class is Sarasota Flotilla 84. This will be a one day event. Anyone who is already crew or coxswain qualified should plan on attending to learn what is required to successfully pass the 3 year QE exam. ALSO, anyone who is interested in crew/coxswain can also attend to get an overall idea of what it takes to become initially qualified. Practical hands-on exercises are part of the course. This is the only date for this event in Division 8 Uniform is ODU or tropical blue. Exact times and lunch arrangements are not yet finalized. An outline of the program will be available soon.

Please let me know if you will be attending as soon as possible as I must respond to the Division by August 15th.

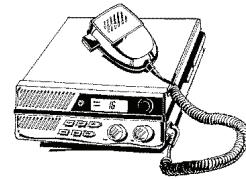




# National V Department

## US Coast Guard Auxiliary

VNet News  
July 26 2010



April 13, 2010 Alert 02-10  
Washington, DC

### DANGERS ASSOCIATED WITH AUTOMATIC CHANNEL SWITCHING ON DIGITAL SELECTIVE CALLING (DSC) EQUIPPED VHF MARINE RADIOS

It has come to the Coast Guard's attention that an automatic channel switching feature found on certain models of Digital Selective Calling (DSC) equipped VHF marine radios may create an unintended hazard by automatically switching from a working channel that might be in use at the time to Channel 16 when the VHF marine radio receives a DSC distress alert, distress alert acknowledgment or other DSC call where a VHF channel number has been designated. This could happen without a vessel/radio operator's immediate knowledge and could initiate an unsafe condition by which the vessel/radio operators would believe they were communicating on a working channel such as Channel 13 when, in fact, they were actually on Channel 16. Imagine a towboat operator on the lower Mississippi River making passing agreements on VHF channel 67 and then suddenly, without warning, not being able to quickly reestablish communications with those vessels because his/her radio automatically switched to Channel 16 instead.

Since this unsafe condition can happen at any time, the Coast Guard strongly recommends disabling the automatic channel switching feature when maintaining a listening watch or communicating on the designated bridge-to-bridge radiotelephone, or while monitoring the vessel traffic services (VTS) channel. Radios that lack the disabling feature should not be used for bridge-to-bridge or VTS communications.

The International Telecommunications Union Sector for Radio Communications, Recommendation M.493-11 published in 2004 and later versions require DSC-equipped radios to provide for disabling of this channel auto-switch feature. In the United States, the Federal Communications Commission (FCC) requires all DSC-equipped radios certified after March 25, 2009 to meet this requirement. Manufacturers that do not provide a disable function are encouraged to do so and to inform their customers if means for correction exist. Updated information including a listing of manufacturers of radios believed to be affected by this Safety Alert will be posted as available at <http://www.navcen.uscg.gov/>.

The Coast Guard strongly reminds radio operators and other users to always ensure they are on the proper operating channel when communicating or maintaining watch, particularly with DSC equipped radios capable of channel auto-switching.

This safety alert is provided for informational purposes only and does not relieve any domestic or international safety, operational or material requirement. Developed by the Spectrum Management and Telecommunications Policy Division (CG-652), United States Coast Guard Headquarters, Washington, DC. Questions should be directed to Mr. Russell Levin at (202) 475 3555 or [Russell.S.Levin@uscg.mil](mailto:Russell.S.Levin@uscg.mil).

Source: [P. Urgola, Director V-Dept



## **Dave Nielsen, FSO-PA**



### **Rules of the Road**

#### **What's your line?**

Here I go again, reminiscing about my younger years. On occasion someone would ask about my boating experience and my answer would be, "I've been boating since before Boy Scouts". Certainly, my Boy Scout days taught me a lot about boating but growing up on the family farm acquainted me with lines and knots or marlinspike. Even today I find myself using some of the knots I learned on the farm.

Marlinspike seamanship is the art of handling and working with all kinds of line or rope. It includes knotting, tying, splicing and fancy decorative work. Some experienced boaters would say that a good measure of a boater's skill is proficiency in marlinspike seamanship. Marlinspike seamanship can also be described as knowledge about rope, its use, and care.

First of all let's start with the correct terms: "rope" is what you buy in bulk; when it's put to use it becomes "line".

There are two basic methods of rope construction; laid or twisted, which was the traditional form of manufacture when natural fiber ropes were common. The other is braided rope, which is usually double-braided or a braided cover over braided core.

Laid or twisted line consists of strands of fiber that are twisted either right or left which is called the "lay" of the line. Line may have either lie, however right is most common. Laid or twisted rope looks like a spiral with a left-to-right-hand direction looking at the twist when holding it vertically.

Double-braided rope has an advantage over twisted rope in that it is less likely to kink than traditional laid rope.

Natural fibers include manila, sisal, hemp and cotton. Synthetic fibers include Nylon, Dacron, Polyethylene and Polypropylene. I would like to mention that new technology has introduced additional synthetic fibers. Each of the fibers has their own characteristics that lend themselves to different uses.

The natural fiber rope has strength but little elasticity and does not recover well if placed under extreme loads. Natural fibers also need extra care from the elements such as moisture and sunlight. If stowed wet, natural fiber rope decays over time.

Continued .....

## **Line.....Cont'd.**

Synthetic fibers are considerably different than natural fiber ropes. Nylon has strength, elasticity and resistance to weather. It can be used for almost any purpose. Strength and elasticity make it ideal for towing. Dacron has slightly less strength than nylon.

Polyethylene and Polypropylene have a fraction of the strength of other synthetic ropes but are much lighter and they float. It is this floating characteristic that makes poly the common line for water ski tow lines.

Another advantage of synthetic rope is that it may be stored damp and will not decay although mildew may occur. With a little care, synthetic rope can retain a long and useful life.

Interested in learning more about marlinspike seamanship 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, but first can you toss me a line?

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

