

ANCHOR LINE



Flotilla 87

Englewood, Fla.

7th Coast Guard District

www.CoastGuardEnglewood.com



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**2011 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
Monofilament Recovery
Imm. Past Fl. Cmdr.
Lay Leader
Fellowship
Proctor
Flotilla Webmaster

**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
N. Lee Waters**

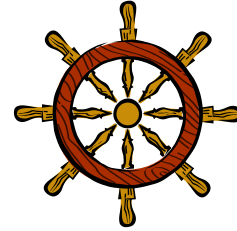
Anton (Tony) Durner
N. Lee Waters
Gerald L. Meckenberg
Wilbur R. Gray
Sandy Bilsky
David C. Nielsen
Judith A. Abbott
Judith A. Abbott
Judith A. Abbott
Gerald L. Meckenberg
Joseph Scott Mayer
Graham Leadbetter, Ph. D
David P. Senkpiel
Gregory J. Masonick
Robert M. Waters
Jack W. Rienks
Arthur J. "Skip" Wilson
Arthur J. "Skip" Wilson
Judith A. Abbott
George J. Bazinet
Ruth A. White
Jack W. Rienks

SEPTEMBER EVENTS

- 5.....Pioneer Days Parade, Staging Area St. Raphael's Church 9 am
- 5.....Safety Booth on Dearborn St. on Parade Route 9 am
- 6.....Flotilla Staff Officers' Meeting, Lemon Bay Park 7 pm
- 10 & 17.....ABS Class, Lemon Bay Park 8:30 am to Noon
- 13.....Flotilla 87 Members' Meeting, Lemon Bay Park 7 pm
- 23—25.....D 7 Fall Conference, Jacksonville, FL

FROM THE HELM:

Rodney D. Dimon, Commander



Ahoy fellow shipmates!

I thank all of you who gave Lisa and I cards and messages of sympathy regarding Mom's "crossing the bar". They are a great comfort during this time of family stress and are greatly appreciated.

Our August meeting was full of awards and recognition for an eventful 2010, and although we have done much during 2011- there is much left to accomplish. For example: member training, additional public education classes, safety booths, patrols and ramp duty.

For now, let's breathe out and remember that it is good to slow the pace somewhat. September's meeting will present a visitor from the Charlotte County Sheriff's Office who will discuss various aspects of action on our waters. October will be our Flotilla's pot luck dinner that will bring an opportunity to catch up with ship mates about what's going on.

November brings in our election of new Commanders. And December – WOW- is the Change of Watch which will be conducted in another and better location which holds the promise of better tasting food and treats!

This shows that a Blue Shirt's idea of slowing the pace is quite different than other peoples'. Now, that's one big reason I am proud to be associated with this Flotilla!

BRAVO ZULU-

Rod



**2010 FLOTILLA 87 AWARDS
PRESENTED AT DIVISION MEETING 9JUL11**

AUXILIARY COMMANDANT'S LETTER OF COMMENDATION

Max P. Muller

Jack W. Rienks

AWARD OF MERIT- MOST VALUABLE MEMBER

Judith A. Abbott

AWARD OF MERIT MEMBER ACHIEVEMENT AWARD – PUBLIC AFFAIRS

FIRST PLACE- David C. Nielsen

AWARD OF MERIT MEMBER ACHIEVEMENT AWARD- AIDS TO NAVIGATION

FIRST PLACE- Gerald L. Meckenberg

THIRD PLACE- Jack W. Rienks

AWARD OF MERIT MEMBER ACHIEVEMENT AWARD-RBS PROGRAM

THIRD PLACE – Gregory Masonick

AWARD OF MERIT MEMBER ACHIEVEMENT AWARD- ADMIN SUPPORT

THIRD PLACE – Robert M. Waters

AWARD OF MERIT FLOTILLA ACHIEVEMENT AWARD- AIDS TO NAVIGATION

FIRST PLACE – David P. Senkpiel

AWARD OF MERIT FLOTILLA ACHIEVEMENT AWARD- PUBLIC AFFAIRS

FIRST PLACE- David C. Nielsen

AWARD OF MERIT FLOTILLA ACHIEVEMENT AWARD- PUBLIC EDUCATION

FIRST PLACE – N. Lee Waters

AWARD OF MERIT FLOTILLA ACHIEVEMENT AWARD- OPERATIONS

SECOND PLACE – Gabby Gray

AWARD OF MERIT FLOTILLA ACHIEVEMENT AWARD-OPRATIONAL SUPPORT

THIRD PLACE – Gabby Gray

Awards Continued....

AWARD OF MERIT FLOTILLA ACHIEVEMENT AWARD-MARINE SAFETY

SECOND PLACE- Greg Masonick

AWARD OF MERIT FLOTILLA ACHIEVEMENT AWARD-ADMIN SUPPORT

SECOND PLACE – Robert M. Waters

AWARD OF MERIT FLOTILLA ACHIEVEMENT AWARD

REC BOATING SAFETY

THIRD PLACE – Gerald L. Meckenberg

AUXOP MEMBER

Graham Leadbetter

N. Lee Waters

Robert M. Waters

DEPARTMENT OF HOMELAND SECURITY, UNITED STATES CGA

CERTIFICATE – 50TH ANNIVERSARY

SEVENTH COAST GUARD DISTRICT, DIVISION 8:

OUTSTANDING FLOTILLA COMMANDER AWARD 2010

Rod D. Dimon

OTHER AWARDS:

BOAT CREW QUALIFICATION - Graham Leadbetter

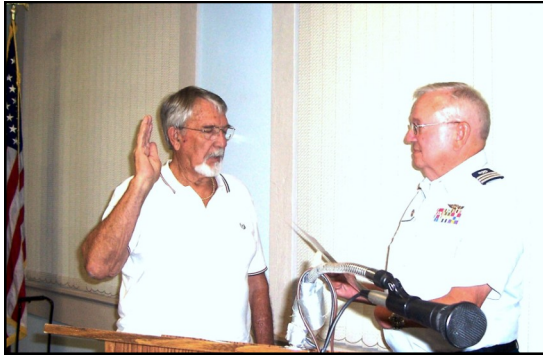
ABOUT BOATING SAFETY – Eugene Kick 16APR2011

BOATING SKILLS AND SEAMANSHIP – Donald E. Penrod 17FEB2011

Congratulations!



Flotilla 87 Welcomes New Member Gene Kick



Gene is being sworn in by B. Ezell, DCDR 8



P. Parent, VCDR, Gene Kick and B. Ezell, DCDR

DIVISION--AWARDS--DISTRICT



Gerald Meckenberg



Judy Abbott



Robert Waters



Max Muller receives his award from P. Parent, VCDR and B. Ezell, DCDR

MORE AWARDS



Introducing the flotilla's newest AUXOPS: G. Leadbetter, L. Waters and R. Waters



Paulette Parent, VCDR Gabby Gray and his awards Braxton Ezell, DCDR



David Senkpiel



Graham Leadbetter



Lee Waters

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



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

Coxswains and facility owners please 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 watch standers for taking up the slack while some of our members are on vacation and/or up north for the summer.

Crew members 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 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.

We are still having FUN. Keep up the good work!

"Gabby"

N. Lee Waters, VFC/FSO-PE



We are now starting to preparing for the September 10th and 17th ABS program. Instructors are preparing lesson plans and trying to find hands-on activities to include in their presentations. Along with the great job that Dave Nielsen does with promoting the classes, the membership also needs to promote the class to their friends and neighbors. Remember with the lack of free support from the area newspapers, the flotilla relies more and more on word of mouth to help fill our programs.

I have scheduled a very short meeting of instructors after our general meeting on September 13th. I would like to discuss various schedule plans for 2012. Please plan to attend; I would like input from all instructors before I make a final decision of the 2012 schedule of classes.

Our next class after the September ABS will be the Core BS&S which consists of Chapters 1-8. It appears many flotillas have moved from teaching the 12 chapter version of BS&S to the 8 chapter core version of it. The reasoning behind the move is that students appear unwilling to commit to the longer 6 week schedule, but might be willing to move to the 4 week schedule. Time will tell if this is the correct action for our flotilla.

Every time I get a report from FWC of another boating accident in the state, I just shake my head because for the most part, these accidents could have been prevented. It used to be that males between the ages of 30-56 composed the largest percentage of victims. That is not the case now, the number of women fatalities or injuries is on the rise and beginning to catch up with the men. Major reason for loss of life: not wearing a life jacket. Please remind your friends and family that life jackets come in a variety of types and styles, one that will fit their personality and activity. Don't let your friends or relatives use the excuse that a good life jacket is too expensive. Ask them how much is their life worth? Point out the fact that the cost of the life jacket is a small price to pay for their life.

Dave Nielsen, FSO-PA

Rules of the Road



Stupid things we do

I listen to boaters all the time talking about what they saw or witness another boater do. I can even tell a few tales myself of what I have seen on the water. I kind of have an advantage being around experienced boaters and professional captains on Charlotte Harbor and Lemon Bay. Listening to other boaters' stories helps me learn what not to do.

I would like to take this opportunity to repeat some of the stories and try to make some sense of these misadventures. Or at least think of what could have been done differently.

Recently I heard over the marine radio a towing service captain talking to his dispatcher about helping one of their members. It was well after sundown near Cayo Costa and the boaters had just received 5 gallons of fuel and went on their way. The destination, as I understood it, was Ft Myers or further south. The captain said the boaters had no compass, running lights, Global Positioning System (GPS) or even a paper chart to navigate by. I give the captain credit for just finding them in the first place.

Hmm... I might call this S.O.P. or seat of the pants boating. Surely the fuel was insufficient for the intended destination and not having a compass or GPS to navigate by left me guessing. Then not having navigation lights, either? Rule No. 20 of the Navigation Rules requires navigation lights to be displayed between sunset and sunrise. This adventure is an accident waiting to happen either by running aground or, worse, by running into an obstacle. I wonder where they stopped for fuel when the five gallons ran out?

Speaking of boating without navigation lights, a friend was telling me they were anchored in Pelican Bay for the night when someone on a personal watercraft (PWC), stopped for directions to Boca Grande. At night on a PWC? Their guess was he was late for a rendezvous or some other weekend social event. My friend said they refused to provide directions because operating a PWC after sunset is illegal. In addition, the manufacturers do not put navigation lights on the PWCs. The PWC operator just took off into the night.

I personally remember many years ago another tragic accident wherein a PWC collided broadside with a legally anchored sailboat late at night. And no, the PWC operator did not survive the accident.

Last fall, while on a courtesy patrol with the Auxiliary, I saw a dingy seriously overloaded with passengers and fishing gear. By "seriously overloaded" I mean seriously overloaded. The freeboard on the dingy was only inches above the water and neither passenger was wearing a life jacket. If an inconsiderate boater had passed this dingy with any kind of significant wake, the dingy would have been swamped.

Continued

.....stupid things

Another boater this spring took some friends fishing offshore in an aluminum Jon boat. As the waves picked up from an approaching weather front the Jon boat operator found himself in serious trouble when the engine failed. Fortunately, this boater called the nearby towing service. The Jon boat was safely towed back to a boat ramp at Placida Harbor. At the ramp the boater told the captain they had started to take waves over the side and they were barely keeping ahead of the waves swamping their boat. I'll bet they will head to shore much sooner the next time a storm front approaches. Hopefully they will keep their Jon boating in a safe harbor.

And finally, I call this tale "hopelessly lost." A family was returning to the Placida boat ramp from Gasparilla Sound late in the evening with an outgoing tide and the wind picking up from an approaching rain squall. The boat operator did not know how to navigate at night and apparently had been looking for a safe channel. The situation caused the boater to panic but what may best be described as dumb luck, found a navigation marker. The tow service captain was then able to talk the boater into dropping his anchor near the navigation aid for a brief rest and to catch his composure. He then talked him into proceeding in a safe direction by compass heading to another nearby navigation aid. From there the boater could follow the Intracoastal Waterway (ICW) to his destination.

I can only say here that getting off the water before dark or before a storm hits makes a lot of sense. Learning how to navigate in difficult situations such as this one would have made this a safer and much more pleasant trip for everyone on board.

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 Peace 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.

