

# ANCHOR LINE

**Flotilla 87**  
**USCG Auxiliary**  
**Englewood, Fla.**



**Volume L**  
**March, 2012**  
**Number 3**

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**7th Coast Guard District**

**[www.CoastGuardEnglewood.com](http://www.CoastGuardEnglewood.com)**



Mr. Jim Eastman, author of The Book for Senior Boaters

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**2012 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  
RBS Visitation  
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-PV  
FSO-CS  
IPFC

**N. Lee Waters**

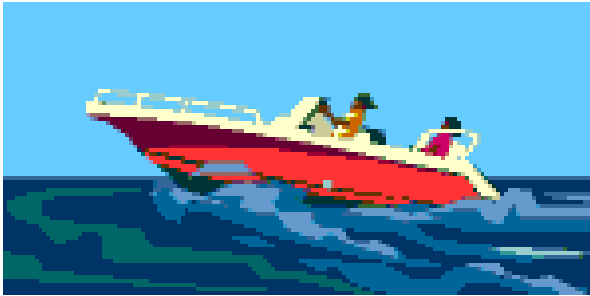
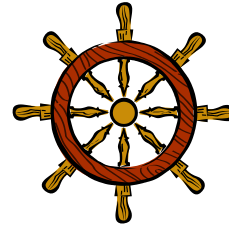
**Graham Leadbetter**  
Anton (Tony) Durner  
N. Lee Waters  
Gerald L. Meckenberg  
Wilbur R. Gray  
Sandy Bilsky  
David C. Nielsen  
Judith A. Abbott  
Judith A. Abbott  
Judith A. Abbott  
Gerald L. Meckenberg  
Joseph Scott Mayer  
Robert M. Waters  
George J. Bazinet  
Jack W. Rienks  
Arthur J. "Skip" Wilson  
Rodney D. Dimon  
Judith A. Abbott  
Eugene Kick  
Ruth A. White  
Jack W. Rienks

**MARCH EVENTS**

- 6.....Flotilla Staff Officers' Meeting, Lemon Bay Park 7 pm
- 13.....Flotilla Members' Meeting, Lemon Bay Park 7 pm

## FROM THE HELM:

### N. Lee Waters, Commander



Greetings Friends:

As Gabby would say, "We're still afloat!" We have had several activities this past month: safety patrols, PE classes and safety booths to name a few, but the one that sticks out was the guest speaker, Jim Eastman who talked about the problems that senior boaters encounter. For those who missed the meeting, let me review some of

the points that Jim went over. He talked about some of the problems of aging which include: forgetfulness and fuzzy memory, slower learning and retention, slower hand-eye coordination, changing vision or eyesight, less flexibility and body movement, diminished hearing, less stamina and more fatigue, diminished balance and agility, increased agitation levels, lower alcohol tolerance and reduced body strength to name a few factors.

He then discussed some points and questions we senior boaters need to ask. We need to recognize and understand our limitations; knowing that nothing can be improved or changed unless it is addressed seriously; having a discussion with family or your boating friends who may have noticed changes in your abilities; evaluate the suitability of your boat, including its size and ease of operation. Is downsizing a viable option? Is going out alone no longer safe? Are more checklists needed to maintain boating safely and enjoyment? What activities may have to be reduced or changed to maintain your boating safety and enjoyment? Are your crew members capable of handling the boat in case of an accident or a medical emergency? Is sharing responsibilities while underway a viable option?

Concluding, he spoke about recognizing these changes, understanding them, adjusting our lifestyle and adjusting our boating habits and procedures so we may be able to prolong safe boating for us, our family and friends for many years to come.

By adding speakers similar to Mr. Eastman, your staff and I hope to continue to enrich our meetings for the enjoyment of all. If you have an idea for a speaker or activity, feel free to drop us a line or give us a ring. Until next month . . .

BRAVO ZULU

# Meeting Highlights



LEFT: R. Waters receives his PV certification from G. Leadbetter, VFC. CENTER: J. Mayer receives his AUX20 completion certificate. RIGHT: P. Parent, DCDR 8 addresses the membership

Photos by Judy Abbott, FSO-PB



LEFT: Jim Eastman, author of The Book for Senior Boaters, speaks to the members and guests regarding the contents of his book. He also presented a video depicting actual Coast Guard vessels navigating difficult and treacherous seas

Photo by Joe Mayer, FSO-MA



G. Bazinet accepts his RBS Program Visitor certification from VFC Leadbetter



G. Meckenberg and G. Gray receive their NAV 95 completion certificates

Photos by Judy Abbott, FSO-PB



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



All Coxswain and Crew members if you are due to have your 3 year requals and currency maintenance this year (2012), 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.)

Coxswains 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 markers continue to change a little.

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

Gabby"



## N. Lee Waters, FSO-PE

The current BS&S class ended on February 20<sup>th</sup>. The addition of the "Practical Matters" classes (Chapters 9, 11, 12, & 13) helped the course run more smoothly although we did end up adding one more day to the schedule to lengthen the presentation on piloting. Out next endeavor will be an ABS class held on April 21 and 28 from 0830-1230. Class assignments will be handed out soon, so instructors expect a call from me. We have only 2 people signed up for the class so we need the membership to recruit students because from our class surveys we have found that a large percentage of our participants were "word of mouth" referrals. Keep up the good work. .

We are now in the planning and executing phase for a fun-filled, interesting and rewarding National Safe Boating Week (May 19-25). We are looking for volunteers to become a committee to create these activities that will make this week interesting for all that are concerned.

Finally just a reminder on life jackets, they only work if you wear them. Happy Boating All!

### PE Class Schedule

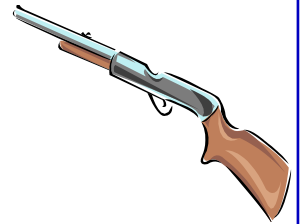
**About Boating Safely:** April 21 & 28 @ 8:30 AM-1230 PM.

**About Boating Safely:** June 5, 6 & 7 @ 8:30 AM-1:30 PM.

**About Boating Safely:** Oct. 15, 18, 22 & 25 @ 6:30-9:30 PM



# DIVISION 8 GUN SHOOT



Flotilla members Dave Nielsen above, and Jack Rienks below, take part in the Division 8 Gun Shoot and Picnic festivities on February 28 at the Manatee County Gun Club



Photos provided

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



### **Rules of the Road**

#### **Don't trust your safety to luck.**

On January 31, 2012, the U.S. Coast Guard Cutter Diamondback rescued two Englewood, FLA men whose boat had capsized approximately 13 miles west of Stump Pass. Details of the boater's misadventure were reported by the Sun newspaper the following Thursday.

The two men had departed Englewood earlier in the day to do some fishing on the last day of the red grouper season. They also said they knew there were small craft advisories on the gulf waters, although the winds were supposed to die down later in the day.

A small craft advisory is a type of weather warning issued by the National Weather Service in coastal areas. It is issued when winds have reached, or are expected to reach within 12 hours, a speed slightly less than gale force. Wind speeds that trigger a small craft advisory are between 25 and 38 miles-per-hour. The advisory strongly suggests that wind and wave action will be hazardous to small craft. Inexperienced mariners, especially those operating in smaller vessels, should avoid navigating in these waters.

An official description of a small craft is not set in stone. However, any vessel that would be adversely affected by weather conditions as described by a small craft advisory should be considered a small craft.

The boaters reported they had no difficulty while heading out to their fishing spot but, when they had stopped to fish, water had gotten over the transom and began flooding their boat. Working to gain some control over the excess water, they tried starting their engine but it became flooded and the bilge pump also failed. Then they tried manually bailing water for two hours. Fortunately, they had the good sense to put on their life jackets when they believed the boat would sink.

The Miami-based Coast Guard cutter just happened to be passing by on its way to dry dock at another facility for repairs. The watch standers noticed the two men frantically waving their arms and an orange life jacket over their head. The cutter then launched its small boat and crew to rescue the two men and brought them safely aboard the Diamondback. The men were transferred to Coast Guard Station Cortez and no injuries were reported.

"Luck on behalf of the survivors along with vigilant watch standing by the Cutter Diamondback's crew ultimately saved their lives as their vessel capsized prior to them making any callouts for help and they didn't have any kind of signaling equipment on board," said Senior Chief Petty Officer Robert Wood, command

Continued .....

.....luck

duty officer at Coast Guard Sector St. Petersburg's command center. "Having an electronic position indicating radio beacon (EPIRB) on board all vessels is highly recommended to expedite the rescue process in distress cases unforeseen."

Although the boaters put on their life jackets in anticipation of the boat sinking, they should have taken the additional step by making a MAY DAY call over the marine radio. Because the marine radio and their cell phones went underwater when the boat capsized, it precluded them from making emergency communications.

Making a May Day call when they first realized they were in distress, with their exact position, would have notified every boater who heard the distress call, including the Coast Guard, that they were in need of immediate assistance.

As stated above by Senior Chief Petty Officer Robert Wood, having an EPIRB on board would have expedited the rescue. An EPIRB is an emergency position indicating radio broadcasting device, that when properly registered would have notified the Coast Guard who they were and exactly where they were.

Additional emergency safety equipment such as flares, signal mirror and whistle could have been attached to the life jackets. A ditch bag specifically stocked with additional safety equipment such as an air horn, hand held marine radio, some snack items and bottled water would have improved their survival had they been stranded much longer.

For more information about boating safety visit the U.S. Coast Guard Boating Safety Division website at: [www.uscgboating.org/](http://www.uscgboating.org/) For information on the Coast Guard Auxiliary, visit [www.cgaux.org](http://www.cgaux.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](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 Water Line boating and fishing magazine promoting the USCG and CG AUXILIARY'S safe boating message.***