

ANCHOR LINE

Flotilla 87
USCG Auxiliary
Englewood, Fla.



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Number 7

7th Coast Guard District

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EDITOR and PUBLICATIONS OFFICER

Judith A. Abbott

e-mail: kegabott6767@comcast.net



**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
 Marine Safety
 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
 FSO-MS
 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
 Sandra L. Hahn
 Gerald L. Meckenberg
 Joseph Scott Mayer
 Robert M. Waters
 George J. Bazinet
 Jack W. Rienks
 Dane F. Hahn
 Arthur J. "Skip" Wilson
 Rodney D. Dimon
 Judith A. Abbott
 George J. Bazinet
 Ruth A. White
 Jack W. Rienks

SEPTEMBER CALENDAR

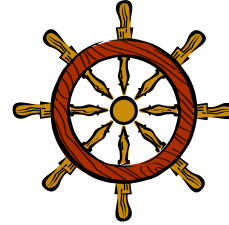
- 4.....Flotilla Staff Officers' Meeting, Lemon Bay Park 7 pm
- 11.....Flotilla Members' Meeting, Lemon Bay Park 7 pm

OCTOBER CALENDAR

- 2.....Flotilla Staff Officers' Meeting, Lemon Bay Park 7 pm
- 9.....Flotilla Members' Meeting, Lemon Bay Park 7 pm
- 13.....Division Meeting, Flotilla 84, Sarasota 9 am
- 15, 18, 22 & 25.....ABS Class, Lemon Bay Park 7 pm—9 pm

FROM THE HELM:

N. Lee Waters, Commander



Greetings Shipmates,

First, Judy and I decided again to do something different with the "Anchor Line." For many reasons we decided for this fall to run only one issue; so for September and October members need to rely on this issue for the latest information.

Second, with the hurricane season upon us, now is the time to make sure we are prepared for it. I hope everyone has gone through their hurricane supplies to make sure batteries are fresh, food and water supplies are acquired, and decided on what preparations are needed for their boats.

Third, Graham has worked hard at preparing our hurricane calling tree and making sure it is up to date. We used it in the recent hurricane drill and ran into some problems, the major problem being people who were out of town or left for the north and hadn't bothered to let Gabby, Graham or I know. Again I remind each of you that if you plan on being out of town **FOR ANY LENGTH OF TIME**, please let Gabby, Graham or I know. We must account for all our members if there is an emergency and I'm sure you don't want to make our jobs any harder than they have to be. To this end I have emailed to all the membership the current calling tree. **PLEASE** take the time to check your personal information, make sure the information is up to date and contact Graham with any updates.

Fourth, we as a flotilla need to work on retaining our current membership. One of the ways we can do this is to help our current members with updating their requirements to maintain their different tasks.

Finally, I would like to welcome our newest member, **Bob Eckert**. Bob joins us with many skills and when he returns this winter he wants to start working on as many jobs as he can take on. He already has his Auxiliary ID number so he can hit the deck running.

BRAVO ZULU

Don't forget September is Dues month!

\$35



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



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

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 give me a call.

If you are going away for some time during the summer months PLEASE let me or Lee know. I would like to thank all coxswains, crew and radio watch standers for taking up the slack while some of our members who 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 Robert W. 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.

Keep up the Good Work.

"Gabby"



N. Lee Waters, FSO-PE

Our next endeavor will be an ABS class to be held on Oct. 15, 18, 22 & 25 from 1900-2100. Class assignments for the Oct class will be handed out and instructors can work on preparing lesson plans. 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 or used our web site (CoastGuardEnglewood.com). Keep up the good work. .

Just as our membership rolls are thinning so is the list of qualified instructors. If you have ever thought about wanting to teach a lesson or you know you have a vast amount of boating knowledge gathered from years of boating, let me know and I will run you through the process of qualifying as an Auxiliary instructor.

We are always looking for "Blue Shirts" to help out with our classes. You don't have to be an instructor to come to one of our classes; you just have to be willing to answer questions about boating and the Auxiliary. One of the best places to recruit new members for the Auxiliary is from our courses. Remember, a friendly face and a helpful manner is a good way to get people involved with our flotilla.

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. One of the reasons that the two men lost their lives in Boca Grande, is the fact that neither man was wearing a life jacket.

Dave Nielsen, FSO-PA



Rules of the Road

See Something - Say Something

A few weeks ago I was listening to my VHF marine radio, as I like to do frequently, and I overheard a boater reporting his observation of red aerial flares to the U.S. Coast Guard. During the exchange of information, I almost fell out of my captain's chair from what the boater told the watch stander.

The boater stated he had seen the red flares about three hours earlier. With appropriate restraint, the watch stander said "you saw red flares three hours ago, why did you wait so long to tell someone?" There was no real good answer to the question that I could discern.

The remainder of the exchange involved trying to figure out where the boater was when he noticed the red flares, what his heading and speed were at the time, how far away the flares appeared to be and, of course, his contact information.

Later the Coast Guard issued a Pan Pan broadcast requesting further information from anyone who might provide additional information and to keep a sharp lookout for any vessel(s) in distress.

All boaters are required to carry some kind of signaling device on your vessel.

All vessels used on coastal waters, the Great Lakes, territorial seas and those waters connected directly to them, up to a point where a body of water is less than two miles wide, must be equipped with United States Coast Guard (USCG) approved visual distress signals. These may consist of a minimum of either 1) three day and three night pyrotechnic devices, 2) one day non-pyrotechnic device (flag) and one night non-pyrotechnic device (auto SOS light) or 3) a combination of 1) and 2). Recreational boats less than 16 feet on coastal waters or the Great Lakes need only carry night visual distress signals when operating from sunset to sunrise.

As the federal minimum requirements for pyrotechnic flares are only three, should you need to ignite them, you'll find that a single flare's life isn't very long. Should you inadvertently ignite a flare, then you've wasted a third of your chances of being located by a passing ship or plane when the need really presents itself, as is the case in an emergency.

Now imagine you were in distress and really in need of assistance; quickly, I might add. Maybe there was a medical emergency or your engine failed, or even taking on water. Your sea bag only contains a hand held VHF radio with a dead battery. There were no other vessels in the area, there was no cell phone service and, of course, you forgot to pack your backup satellite phone. If you launched all three of your red signal flares and the only boater who noticed them was too busy to investigate or at least tell someone immediately, what do you think would be your chances of getting help?

I can only hope that the boaters who used their flares to summon help actually got the help they needed.

As in this case or any other situation in which you see anything out of order or unusual, if you **see something – say something**. Taking the time to make the call to the Coast Guard or municipal marine unit at least lets them know there is something which needs investigating.

Continued.....

Something.....

For more information about boating safety visit the U.S. Coast Guard Boating Safety Division website at: www.uscgboating.org/
To sign-up for a Boating Education Course visit: http://cgaux.org/boatinged/class_finder/index.php

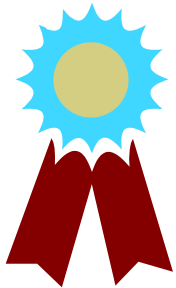
Be safe out there and I'll see you on the water - wearing a life jacket of course!

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 Water Line boating and fishing magazine promoting the USCG and CG AUXILIARY'S safe boating message.

Sustained Auxiliary Service Awards



Graham Leadbetter, VFC , 2nd Award



Dave Senkpiel, 3rd Award



Robert Waters, FSO-IS, 4th Award