

ANCHOR LINE

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



**Volume LI
Winter, 2013
Number 1**

7th Coast Guard District

www.CoastGuardEnglewood.com



Lee Waters and Graham Leadbetter receive the oath of office of FC and VFC administered by Paulette Parent, DCDR 8 and Braxton Ezell, District 7 Captain West elect

PRIVACY ACT STATEMENT

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**2013 FLOTILLA 87 OFFICERS
DIVISION 8 DISTRICT 7**



**Flotilla Commander
Flotilla Vice Cmdr.**

Member Training
Public Education
Vessel Examination
Operations
Human Resources
Public Affairs
Diversity
Navigation Systems
Publications
Secretary/Records
Finance
Communications
Materials
Information Svc
RBS Visitation
Communication Svc
Monofilament Recovery
Imm. Past Fl. Cmdr.
Lay Leader
Fellowship
Flotilla Webmaster

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

**N. Lee Waters
Graham Leadbetter**

John C. Cahow
N. Lee Waters
Gerald L. Meckenberg
Gerald L. Meckenberg
Sandy Bilsky
David C. Nielsen
Joseph S. Mayer
Graham Leadbetter
Judith A. Abbott
Judith A. Abbott
Sandra L. Hahn
Gerald L. Meckenberg
Anton (Tony) Durner
Robert M. Waters
Dane F. Hahn
Jack W. Rienks
Arthur J. "Skip" Wilson
Rodney D. Dimon
Judith A. Abbott
John P. Mitchell
Jack W. Rienks

JANUARY CALENDAR

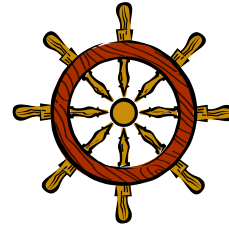
- 7.....BS&S Classes Begin, Lemon Bay Park 6:30 pm
- BS&S Continues Every Monday & Thursday, Lemon Bay Park 7 to 9 pm
- 8.....Flotilla Staff Officers' Meeting, Lemon Bay Park 7 pm
- 12.....Orientation for Officers, Keating Bldg, Mote Marine, Sarasota 8:30 am
- 15.....Flotilla Members' Meeting, Lemon Bay Park 7 pm
- 28.....*Blackthorn Memorial Services, St. Petersburg 11 am***

FEBRUARY CALENDAR

- 5.....Flotilla Staff Officers' Meeting, Lemon Bay Park 7 pm
- 12.....Flotilla Members' Meeting, Lemon Bay Park 7 pm

FROM THE HELM:

N. Lee Waters, Commander



Greetings Shipmates,

I hope everyone had a joyous and happy holiday season and are now ready to get down the difficult task of pumping in new life into our Flotilla. There are 3 areas I would like us to concentrate our first efforts: enlarging the number of students in our public education courses, helping our vessel examiners to increase the number of vessel exams, and to increase the number of new members for our Flotilla. The officers in charge of these areas are working very hard at their jobs, but now we need ALL our membership to step up to the plate and help in these areas. Several of your officers are wearing more than one hat in order for all these areas to be covered and as our group becomes smaller it is most important that all of us work harder and smarter to pump new life into our Flotilla.

I'm excited to get started on all these tasks, in fact I'm working on a new action plan (also need for division) on membership: retention and recruitment. Now more than ever we need to retain our present members as well as recruiting new members. If we are not addressing the needs of our membership, we will not retain the members we do still have. If every member makes it their goal to recruit as least one new member this year, we will increase our membership two-fold, but unless we meet the needs of these new members all our efforts will be for not.

Again thank you for your vote of confidence in electing me your Flotilla Commander and I look forward to working with each of you on the task at hand.

BRAVO ZULU



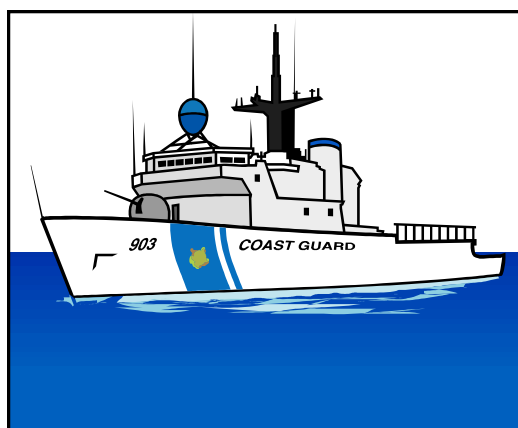
Gerald Meckenberg, FSO-OP



Stepping into this job and trying to fill the very large shoes that Gabby wore is an intimidating task that will require your help. If you are unable to perform a scheduled assignment, please try to "swap" with another member and let me know as soon as possible. Until our Ops population grows, a qualified member from our sister flotillas might be available to help in a pinch.

Happy New Year !

gm



N. Lee Waters, FSO-PE

I'm pleased to announce that we have a new BS&S class starting Jan. 7 – 31 on Monday and Thursday nights. We could still use a few more blue shirts at each class or any of our courses to help with marlinspike and to answer questions, so if you are free for one of our next courses, drop by and help us out. During the running of a class is an excellent time for our membership to meet the students and show them just how nice a group we are and the advantages of joining the Auxiliary. Remember that getting your friends and neighbors to join our classes is one of the best ways to fill our courses.

I'm excited about the upcoming year of courses especially our new course called "Practical Matters" which runs on Feb. 6, 9, 13, & 16 from 1900-2100. I changed up how we taught the BS&S class in the Jan./Feb. slot. Instead of teaching the usual 12 chapters we only taught the core lessons of chapters 1-8, allowing the class to only run the month of Jan. We are going to use the Feb. allotted days for our new course, which consists of 2 days using Ruth's piloting lessons, lessons on communication, weather and finally a whole evening of marlinspike. My hope is that by adjusting our course schedule we will better meet the needs of our community.

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.

Change of Watch for 2013

Photo Gallery



Lee Graham Mary



Braxton Robert Paulette



Chief Park BM2 Hopkins Rod



Linda Tony



Gene Marcia



Eunice Neal



Sandy Ann



Joe



Dane Sandra



Jerry Skip



Braxton Ezell, District 7
Captain West elect



Paulette Parent, DCDR 8



Chief Travis Park
CG Station Cortez

Photos by J. Abbott, FSO-PB

Flotilla 87 Officers for 2013



L to R: G. Leadbetter, VFC/NS, J. Mayer, DV, A. Durner, MA, S. Hahn, FN, D. Hahn, RBS/PV, R. Waters, IS, S. Bilsky, HR,
J. Abbott, SR/PB, G. Meckenberg, OP/VE/CM, A. Wilson, Monofilament Recovery
Not pictured: L. Waters, FC/PE, J. Cahow, MT, D. Nielsen, PA, J. Rienks, CS/Web, J. Mitchell, Fellowship



FC Waters distributed various awards to Graham Leadbetter, VFC, Anton Durner, Gerald Meckenberg and Dane Hahn

**WOW!
FABULOUS!**

Dave Nielsen, FSO-PA



Rules of the Road

The value of a good survey

Almost 20 years ago, my 25 foot cruiser named “Puppy Love” had the misfortune of being in the path of a December 1992 nor’easter.

Our marina back then was several miles up the Navasink River in central New Jersey. Our cruiser had been winterized and stored away for a month when the storm came through. The news and weather reports all had warned of exceptionally high tides and high wind conditions. I recently found news reports and descriptions of those weather conditions under “nor’easter weather 1992” on the internet and what memories it brought back.

What I remember was visiting the marina between one high tide and the following “very high tide”. Tide changes on the river were usually 4 feet or higher under normal conditions so this storm sent high water way above normal. Everything seemed to be in order until a week later when the marina called and said I had better get down there. The flood waters had gotten into the cabin and they needed to get started with repairs. My first thought was the nightmare begins. Well, not exactly.

After my first mate and I surveyed the damage and talked to the marina, we formulated a game plan. Deal with the immediate repairs first such as water in the engine, and then get a survey for the insurance claim. We called the claims people and told them about the apparent damage we could see. They sent a surveyor to do the details. I made a point of being there during the survey.

What a great job this surveyor did. He crawled over, under, around and through “Puppy Love” and noted everything that looked like it got wet, including everything in the engine room and cabin. He even gave me credit for taking charge and getting the immediate damage under control. From then on it was just a matter of scheduling the repairs and making sure everything was clean and dry. If it weren’t for the survey and prompt action, I probably would have had problems for a long time thereafter.

Marine surveyors conduct surveys on all kinds of boats including pleasure craft, commercial and military vessels of all shapes and sizes, marine cargo and waterfront facilities too. Surveys may cover pre-purchase evaluation, insurance eligibility, insurance damage claims and compliance with government regulations to name a few.

Continued.....

surveyor.....

If you hire a surveyor, make sure the surveyor knows what the survey is for and what standards need to be followed, for example; American Boat and Yacht Council or U.S. Coast Guard. It will do you no good if the insurance underwriter or bank loan officer won't accept it, and don't forget to ask how much the survey will cost.

If you are interested in more information, check out the website of the Society of Accredited Marine Surveyors at www.marinesurvey.org.

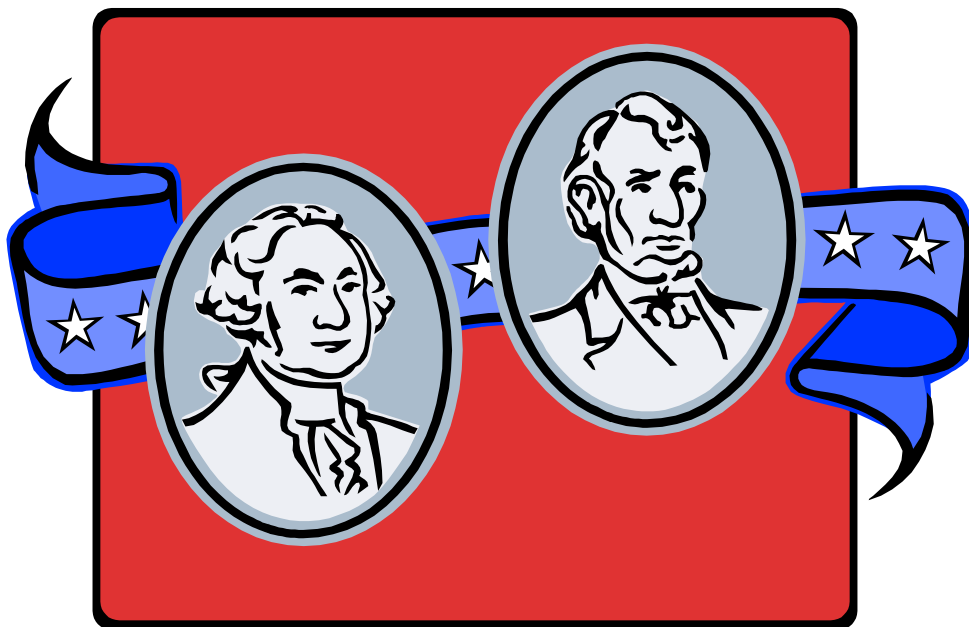
I am sure my experience with damage from a storm 20 years ago may be a little dated. Your need for a surveyor may be due to a lightning strike or other weather related damage, hopefully not a collision with another boat or stationary object or sinking requiring salvage of the vessel.

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



Training Opportunity at Flotilla 86



Pictured left to right: Slavek Pardo, Al Bidwick and Al Osiecki



Al Osiecki and Dane Hahn



Graham Ledbetter, VFC 87 and John Cahow



Jerry Meckenberg, John Cahow and Graham Leadbetter



John Cahow, Graham Leadbetter and Al Bidwick



Foreground: John Cahow, Al Bidwick, Graham Leadbetter
Background: Slavek Pardo and Al Osiecki

Photos courtesy of Judi Bidwick, FSO-PB 86



Coast Guard Assists with Beached Vessel

VILANO BEACH, Fla. — A response operation for a 64-foot yacht on the shoreline at Vilano Beach, Fla., involving the Coast Guard, St. Johns County Fire Rescue, St. Johns County Sheriffs, commercial salvage and environmental response companies drew a large crowd of spectators Sunday morning.

The captain of the yacht, Rays the Bar, was transporting the vessel from Boston to Fort Lauderdale when the boat struck bottom, damaging the propellers, near St. Augustine Inlet during heavy seas and dense fog Saturday afternoon.

The captain anchored the vessel and called for help, but the anchor broke free of the vessel, causing it to drift and eventually land on shore at Vilano Beach.

St. Johns County Fire Rescue responders were on scene when the yacht beached itself Saturday evening and helped the captain and her daughter, who was helping her transport the yacht, to dry land where emergency medical technicians were waiting. Both women were taken to a local hospital and released without injuries.

Coast Guard pollution responders arrived on scene with the vessel before sunrise Sunday to determine if there was any environmental impact. The vessel did not appear to be leaking fuel. The Coast Guardsmen monitored as an environmental response company pumped the majority of the yacht's fuel, about 450 gallons, off the vessel. A commercial salvage company attempted to tow the yacht out to sea at high tide Sunday morning, but rough seas made it unsafe.

The owner of the yacht has contracted a different salvage company, which will attempt to remove the vessel at high tide Monday morning.

The Coast Guard is asking beach goers and spectators to stay clear of the vessel since it may be unstable as a result of waves and changing tides, making it unsafe for those nearby.

The yacht's captain reported dense fog, rough seas and complications with the yacht's radar were all contributing factors for the accident.



Coast Guardsmen monitor as a commercial salvage company attempts to free a 64-foot yacht Sunday, Dec. 16, 2012, that washed up on Vilano Beach, Fla., the previous day. U.S. Coast Guard photo by Petty Officer 1st Class Lauren Jorgensen

More pictures of beached vessel



The 64-foot yacht Rays the Bar sits at the shoreline at Vilano Beach where it came ashore the previous day



Coast Guard Petty Officers 3rd Class Michael Sheppard and Martin Jetchev gather information from the captain (left) and owner (2nd from right) of the yacht Rays the Bar at Vilano Beach



Coast Guard pollution responders discuss the salvage plan for the yacht Rays the Bar

Beached vessel.....



A Coast Guardsman monitors as a commercial salvage company attempts to re-float the 64-foot yacht



The 64-foot yacht Rays the Bar sits at the shoreline at Vilano Beach



Spectators gather on Vilano Beach to watch a salvage company attempt to remove the 64-foot yacht from the shoreline

THE BLACKTHORN INCIDENT



Shortly after sunset on 28 January 1980, the USCGC *Blackthorn*, on its way to Galveston with a young crew; and in sight of the Sunshine Skyway Bridge, collided with a fully loaded tanker, *Capricorn*. The *Blackthorn* sunk and took with it 23 Coast Guardsmen. [*Two weeks after the collision the Coast Guard had the *Blackthorn* raised and it was then determined too costly to repair and she was then decommissioned. She was renamed the *Florida Angler* and sunk in 1982 to become a fishing reef 80 feet down about 20 miles offshore from Clearwater.]

A year after the incident, the USCGC Blackthorn Memorial Park was dedicated to the 23 lost Coast Guardsmen. The Park is located at the North end of the Sunshine Skyway Bridge, St. Petersburg, FL; and each year members of Coast Guard, CG Auxiliary, survivors of the collision, families and friends of the lost men gather for a Remembrance Service.

If you have never attended this service, please plan to do so this year, it is very moving. The Memorial Service will begin at 1100 at the Memorial Park on 28 January 2013.

Hope to see you there!

*Thanks to member Joe Sullivan's reference to "Thirty Florida Shipwrecks" for the additional information.