

# ANCHOR LINE

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



**Volume LII**  
**April, 2014**  
**Number 2**

## *From the Bridge: FC Graham Leadbetter*

It is a pleasure to be installed as the commander for Flotilla 87. Many people have helped me along the way, most of all Skip who recruited me into the Flotilla. Other key players have been Lee Waters, John Cahow, and Gerry Meckenberg. I am grateful to all of them.

Am I nervous about my new adventure, not really? There are two reasons for this. I have an absolutely wonderful Vice Commander, Dane Hahn, to assist me. And finally I don't have much of an idea of what I have got myself into. It is just another case of ignorance is bliss.

I have seen that volunteer organizations over periods of time rise and decline, which has an impact on the mood of the members. This mood is contagious throughout the organization. I have seen that Flotilla 87 certainly fits this pattern. The only relevant question is what is the status of Flotilla 87 today. To gauge that I rely on the mood of our members; I have heard comments such as I can't wait to do that, or I can do that, and finally I want to do something just tell me what it is. Flotilla 87 members have fire in their bellies and can't wait for the flotilla to move forward. That is the state of Flotilla 87 that Lee has turned over to me. For that I am very grateful and thankful as that makes my job so much easier. More than that we should all be thankful to Lee as everybody wants to belong to a Flotilla like ours to enjoy and participate in the enthusiasm and achievement that is ahead of us.

I believe that the latest count for our new membership is at 20. Sandy Bilsky has been working overtime talking, cajoling, and taking care of the paperwork for all these new members. This has just been extraordinary. Other flotillas have been watching us and noting with envy and admiration for our achievements this year. Flotilla 99 said let us in, we want to participate in your recruitment program. Our response was that Dave Nielsen widened the coverage of our news articles to cover newspapers in the surrounding communities of North Port and Punta Gorda and he refers all inquiries to the appropriate Flotilla.

### *PRIVACY ACT STATEMENT*

*Telephone numbers and addresses of members are protected by the Privacy Act of 1974. As a matter of policy, rosters of names, addresses, and telephone numbers shall not be made available to the general public or any outside organization. Privacy of all rosters shall be safeguarded and the page clearly labeled. The publication of these rosters, addresses, and telephone numbers on any computer on-line service including the Internet is prohibited by the Privacy Act of 1974. The ANCHOR LINE is published at no expense to the government. Cost of its publication is borne by dues-paying members of Flotilla 87, a volunteer, unpaid*



**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  
 Marine Safety  
 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-MS  
 FSO-CS  
 IPFC

**Graham Leadbetter**  
**Dane Hahn**  
 John C. Cahow  
 N. Lee Waters  
 Gerald L. Meckenberg  
 Gerald L. Meckenberg  
 Sandy Bilsky  
 David C. Nielsen  
 Joseph S. Mayer  
 Al Osiecki  
 Robert M. Waters  
 Mary Walton  
 Sandra L. Hahn  
 Gerald L. Meckenberg  
 Anton (Tony) Durner  
 Sandra L. Hahn  
 Robin R. Lucas  
 Mark Mull  
 Jack W. Rienks  
 Arthur J. "Skip" Wilson  
 N. Lee Waters  
 Carl Chapman  
  
 Jack W. Rienks

**APRIL CALENDAR**

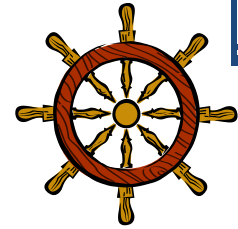
- 8.....Flotilla Staff Officers' Meeting, Station Englewood 7 pm
- 15.....Flotilla Members' Meeting, Station Englewood 7 pm
- 23.....Division 8 Division Awards Banquet Rosedale Golf & CC 6 pm
- 12 & 19... About Boating Safety 8:30A-12:30P

**MAY CALENDAR**

- 6.....Flotilla Staff Officers' Meeting, Station Englewood 7 pm
- 13 ....Flotilla Members' Meeting., Station Englewood 7 pm
- 17-23 Safe Boating Week,
- 17-18 VE Blitz Indian Mound Ramp TBD



## *From the Bridge (continued)*



the goals for next year.

1. We have to work to make sure that nobody falls off the truck.
2. Our new member class is placing more demands than before on our member training officer, John. I urge everybody to respond without hesitation to any request that John might have for assistance.
3. I believe that we need to improve the professionalism of our meetings. After all the way we conduct our meetings are an important deciding factor for new member prospects.

## **FROM THE VFC**

### **DANE HAHN, VFC**

**The Search.** A couple of years ago, I was tasked to evaluate and find a home for Flotilla 87 because I have about 25 years in as a Realtor, and I was willing to help. Over the past two or three years together we reviewed and evaluated dozens of properties that were for sale, or could be for sale, and searched others that seemed vacant. During this time, the goal for the flotilla seemed to change from *buy something*, to *rent something* to maybe just find cheap storage and stay in the Lemon Bay Park building forever. The dreadful recession which had severely damaged the real estate market gave us an advantage, because all the prices had dropped.//

///

//Many buildings we evaluated were affordable, but the cheap ones were in "dire straits". Most were broken down or had no parking. Skip Wilson, John Cahow and Jack Reinks and many others worked and pleaded with various county officials over the years to find us a home. In fact, it was through their efforts and determination that I even knew who to call at the county level.//

///

//One day in October, I was reviewing property in my computer, when I discovered 1949 Englewood Road, , it was love at first sight. The property was offered as a short sale, meaning that the seller was not going to realize enough money in the sale to cover what he owed to the mortgage company. So since he would come up "short" at closing, therefor the bank has to approve the sale and will deal with his shortage later. Short sales are generally a misnomer--short sales usually take a long time to close, usually just after you have given up all hope--but, oddly, this one went smoothly, and closed right on time. Both Realtors had a personal stake in seeing the transaction close, so we both chose to forgo any commission, making the best deal for the flotilla we could.//

///

//And so the building was ours. I think our advantage was that the transaction had to be approved by the bank, and we were a cash buyer and could close before 2013 was over. I also think that Lemon Bay Boaters and the Coast Guard nameplate gave the transaction "an official" standing. In any case, this is how Station Englewood came to be.//



## Gerald Meckenberg, FSO-OP/CM



Operation activity continues at an all time low because of only one coxswain available for training or patrols, but things are looking up. We have 4 new TCO's and training of crews (with the cooperation of Flotilla 86) is going forward. The problem of shortage of enough qualified crew to training for the crew/coxswains' who have gone RYRs. We are working within District/Division restrictions on non-training missions to solve this problem

After many years as FSO-VE, I have given this office up to one of our new members, Ron Walton. Ron is approaching the job spirit he exhibited in a career in the Army. Thus far, we have qualified six new, enthusiastic Vessel examiners and



## N. Lee Waters, FSO-PE

The current BS&S class ended on Feb. 27<sup>th</sup>. The addition of the "Practical Matters" classes (Chapters 9, 11, 12, & 13) again helped the course run more smoothly. Our next endeavor will be an ABS class held on April 12 and 19 from 0830-1230. Class assignments will be handed out soon, so instructors expect a call from me. 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. Just a reminder, the April class will be held at Station Englewood, 1949 Englewood Road (Rt. 776). 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 17-23). We are looking for volunteers to become a committee to create these activities that will make this week interesting for all that are concerned, if interested contact Dane Hahn.

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



## MEMBER TRAINING

March 12, 2014

### John Cahow FSO-MT

With the help of Joe O'Reilly (see remarks below) who retired from Flotilla 87 several years ago, on shore training for crew is preceding rapidly.

I want to remind everyone about the new Mandated Training Requirements: for all Auxiliaries.  
They are as follows:

A. Auxiliaries must successfully complete the following MT during their first year of enrollment and then once every five years thereafter:

- (1) DHS Together - Resilience Training - course code 502379
- (2) Security Education and Training Awareness (SETA) - course code 810030
- (3) Privacy at DHS / Protecting Personal Information - course code 810015
- (4) Sexual Harassment Prevention - course code 810000
- (5) Sexual Assault Prevention and Response - course code 810045
- (6) Civil Rights Awareness - course code 502319

B. Auxiliaries must successfully complete the following only once (new members shall complete them during their first year of enrollment):

- (1) Ethics 1 / Personal Gifts - course code 502306
- (2) Influenza Training - course code 502290

Now you may ask, where do I find this training?

There is a new on line training site called: Auxiliary Learning Management System (AUXLMS)

### **Accessing AUXLMS and Password Set-up:**

A. Access to AUXLMS is through the following site: <https://auxlearning.uscg.mil/>

B. How do I get my password in AUXLMS?

- (1) Click on the "I forgot my password" link under the Login button.
- (2) Fill in the Username field with your individual primary e-mail address currently in AUXDATA. This is Your username for AUXLMS. Click on the Submit button.
- (3) An e-mail will be sent to your AUXDATA e-mail address that contains your login and password. Check this email account for a message from [osc-dg-ms-sa-admin@uscg.mil](mailto:osc-dg-ms-sa-admin@uscg.mil)

## O'REILLY Presentation

After several years in retirement, I'm proud to once again attend a meeting of Flotilla 87. This time in our new home. Congratulations to the Lemon Bay Boaters for their many years of perseverance and dedication.

I'm pleased and excited to learn that our Flotilla is about to launch a crew training session. I've enjoyed many years of being involved with the Flotilla's activities but my most enjoyable time and fondest memories was the time I served in the crew and coxswain training programs. In 1995, I had the good fortune to be trained by the best training program and instructors of any flotilla in the division. My instructors and mentors were Gabby Gray and Ruth Ann and David White. Their training followed the guidelines and requirements of the Coast Guard Auxiliary but added their individual techniques and standards.

That training was the foundation for my growth in the Flotilla and reached a peak in 1999 when I was selected to represent Flotilla 87 in an annual SAR competition conducted by Station Cortez. Competing with all the flotilla's in the division, Flotilla 87 won first place that year and again in 2000. The competition included a Predicted Log Contest where each competitor had to run a specified course and predict their time to complete it: Flotilla 87 predicted time to be 28 minutes/27 seconds. The completed time was 28 minutes/24 seconds. I say again, Flotilla 87 won first place and I was the coxswain with the same crew both years; one of the crew was your current FSO-MT John Cahow.

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They are as follows:

A. Auxiliarists must successfully complete the following MT during their first year of enrollment and then once every five years thereafter:

- (1) DHS Together - Resilience Training - course code 502379
- (2) Security Education and Training Awareness (SETA) - course code 810030
- (3) Privacy at DHS / Protecting Personal Information - course code 810015
- (4) Sexual Harassment Prevention - course code 810000
- (5) Sexual Assault Prevention and Response - course code 810045
- (6) Civil Rights Awareness - course code 502319

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- (1) Click on the "I forgot my password" link under the Login button.
- (2) Fill in the Username field with your individual primary e-mail address currently in AUXDATA. This is

Your username for AUXLMS. Click on the Submit button.

(3) An e-mail will be sent to your AUXDATA e-mail address that contains your login and password. Check this email account for a message from [osc-dg-ms-sa-admin@uscg.mil](mailto:osc-dg-ms-sa-admin@uscg.mil)

- (4) Return to <https://auxlearning.uscg.mil> and use the credentials provided in the e-mail to log in.
- (5) You will then be asked to change your password.

# PHOTO GALLERY



LEFT: Al Osiecike (FSO-NS) and John Cahow(FSO\_MT) sworn in



Staff for 2014: Left to right: Graham Leadbetter FC, Sandy Bilsky HR, Gerry Meckenbuerg OPS/COMM, Bob Waters PB, Mark Mull MS, Lee Waters PE, Al Osieski NS, Dave Neilsen PA, Tony Durner MA, Mary Walton, SR, Robin Lucas PV, and John Cahow, MT.



# PHOTO GALLERY

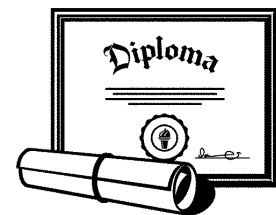


ABOVE: Lee Waters, FC swears in seven new members



New members from left to right:

*Front Row:* Mary Walton, Eric Von Muller, Carl Chapman, Steve Petty, and Steve Udice.  
*Back Row:* Ron Walton and Robin Lucas.



Dane and Sandra Hahn were presented with their AUXOP Devices for completion of the mandated AUXOP courses

Top right:

Dave Nielsen was presented with his 15 Year Auxiliary Member Service Award by FC Waters.



Bottom right:

Dane Hahn center, was presented with his 5th Sustained Auxiliary Service Award by FC Waters and VFC Leadbetter



All photos in this issue by J. Abbott, FSO-PB



## Dave Nielsen, FSO-PA Rules of the Road



### Holiday Gift Ideas

## Coast Guard Auxiliary has joined forces with Alliance for Safe Navigation

The Coast Guard Auxiliary has joined forces with the Alliance for Safe Navigation (Alliance) to inform boaters of the importance of maintaining current navigation information. Alliance members include the National Oceanic and Atmospheric Administration (NOAA), BoatU.S., Jeppesen Marine, the U.S. Power Squadron, OceanGrafix, and the Sea Tow Foundation for Boating Safety and Education.

Surveys have revealed that most boaters are not concerned about the accuracy of their charts and related navigation information. More than three quarters do not pay attention to local notice to mariners issued by the Coast Guard. The Coast Guard Auxiliary will utilize its Alliance partnership to promote boating safety.

For more information concerning the Alliance, see [www.allianceforsafenavigation.org](http://www.allianceforsafenavigation.org).

###

The goal of the Alliance is to raise the boating community's understanding of and appreciation for up-to-date navigational information. The Alliance encourages mariners to recognize the high number of changes made to their charts and to keep their electronic and paper charts accurate, which is inexpensive and easy.

I visited the site and found that it gave boaters direct links to paper nautical chart and global positioning system (GPS) manufacturer's websites. These sites make it easier to get updated digital chart data for GPS units. The OceanGrafix (paper charts) site allows you to sign up for and get e-mail alerts when specific charts you use have updated information available. Once you know an update is available you may research those updates through Local Notices to Mariners. The LNM is free and comes as a download in Adobe format from the U.S. Coast Guard's <http://www.navcen.uscg.gov/>

As an alternative and in consideration of the holiday season, you might visit Nautical Charts Online [www.nauticalchartsonline.com](http://www.nauticalchartsonline.com). Here you can order an affordable navigation chart with the most recent changes reported by the National Oceanographic and Atmospheric Administration (NOAA). This past summer I needed a current navigation chart of Charlotte Harbor and surrounding areas. Nautical Charts Online promptly got me the chart I needed at a very nice price.

Another great gift idea to help keep boaters safe is one of the new, light-weight, and comfortable inflatable life jackets. Remember, there must be a wearable life jacket for each person on board and it must be U.S. Coast Guard-approved. Children must have properly fitted life jackets designed for children. On vessels greater than 16 feet in length, a Coast Guard approved throwable device is required.

I also read in an Auxiliary newsletter that if you, your first mate or crew own an inflatable life jacket, an affordable gift might be the rearming kit. Inflatable life jackets need to be serviced according to the owner's manual and having a spare rearming kit makes good sense.

*Continued.....*

## ***Your Compass***

***David Nielsen, FSO-PA***

A few weeks ago I was chatting with one of the captains at work as he looked over a magnetic compass which was to be installed on the new tow vessel he was building. He was looking at every angle, no pun intended, with an eye to its installation on the dash board. He commented that it was going to be a tight fit between all the other gauges and electronic equipment.

I tried to suggest that there are also electronic and digital compasses available which may make placement an easier fit. His reply "Are you nuts dude? Magnetic compasses will work even when all other electrical equipment fails. Besides, since the diesel engine will continue to run without electric power, at least we'll know which direction we are going."

He also reminded me that there is no shortage of digital compasses onboard anyway. The GPS, plotter and radar displays all have compass indicators as well as an app on his telephone.

I stopped to take stock of all the compasses around me. There are at least two navigation apps in my smart phone, one in the dashboard of my SUV and one in my over-the-road GPS. I also have a small hand-held hiking GPS with a compass display. I found one on an old key fob I use to keep things neat in my sea bag and believe it or not my Boy Scout hand-held compass was there too. Last but not least there is one on an emergency whistle my wife handed me after she proofed this article. Who says my life lacks direction?

What is a magnetic compass? Basically, it is an instrument containing a magnetized pointer that shows the direction of magnetic north and bearings from it. The card is usually marked in 5 degree increments suspended on a pin or needle in a bowl of light weight oil to counteract the quick or erratic movements as the boat moves through the water.

It should be considered the primary navigation tool onboard your boat. It must be properly installed away from other metallic objects. The lubber's line, which is the fixed directional line on the compass, must be aligned with the centerline or keel of the boat.

Select the best compass you can reasonably afford that fits on your boat, generally the larger the better. The most important characteristic of a good magnetic compass is repeatability. Turn the compass in each direction then return to the beginning. The compass card reading should return to the same magnetic heading, if not it may need to be adjusted. I suggest getting a professional compass adjuster for best results.

Local interference may also result in different degrees of accuracy called deviation. This can also be reasonably compensated for with adjustments and should be checked while installed on the boat and in an area not known for magnetic variations. Deviation may be caused by local metallic objects such as the engine or nearby electrical interference. Remove the electrical interference as much as possible by shielding or twisting wires.

It should be noted here that there are natural variations in the earth's magnetic field. Mariners and navigation students take this into consideration when plotting courses. Natural magnetic variation can be determined by referencing notations in the chart's compass rose.

Compasses should be easy to read and interpret. Smaller ones tend to have their degree scales or markings compressed, making them more difficult to get an accurate reading.

There are two basic types, front viewing and top viewing. A front viewing compass has its degree markings printed backwards leading to some confusion for those not familiar with its characteristics. Larger compasses tend to have more detailed degree markings and are generally top viewing. These are also easier to read as the bowl acts as a magnifier of the card markings.

and are generally top viewing. These are also easier to read as the bowl acts as a magnifier of the card markings.

Good compasses have solid construction, usually will not exhibit any bubbles inside the dampening bowl and have a means of adjusting the accuracy of the compass card. They are also very accurate right out of the box. You can also check accuracy against the digital compass found on the GPS or plotter display.

My descriptions above are not intended to be the final authority on compasses. I encourage you to do your own research if purchasing a new compass or when needing to make adjustments to improve accuracy.

Be safe out there and I'll see you on the water.

Dave Nielsen writes for the Englewood Sun and 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. You may contact him at [dc.nielsen@hotmail.com](mailto:dc.nielsen@hotmail.com).

References: United States Power Squadron, student texts from Piloting and The Weekend Navigator.

# PHOTO GALLERY II



***First Meeting at the New Station: Sandra Hahn FSO-FN, Randy Moritz,DCR8, Graham Leadbetter, FC, Dane Hahn,VFC and Mary Walton, FSO-SR***



***Larry DeFazio, Historian***



***Crew Training (on-shore); Led by Joe O'Reilly (bottom Center), L-R xxxxxx. Mark Mull, Ron and Mary Walton, Robin Lucas, Bob Eckert, .....***