

ANCHOR LINE

Flotilla 87
USCG Auxiliary
Englewood, Fla.



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Station Englewood Home of Flotilla 87

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INTERIM EDITOR

Judith Abbott



**2014 FLOTILLA 87 OFFICERS
DIVISION 8 DISTRICT 7**



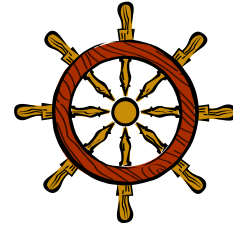
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Flotilla Vice Cmdr.	VFC	Dane Hahn
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Public Education	FSO-PE	N. Lee Waters
Vessel Examination	FSO-VE	Ron Walton
Operations	FSO-OP	Gerald L. Meckenberg
Human Resources	FSO-HR	Sandy Bilsky
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Imm. Past Fl. Cmdr.	IPFC	N. Lee Waters
Lay Leader		Carl Chapman
Fellowship		Judy Abbott
Flotilla Webmaster		Jack W. Rienks

JUNE CALENDAR

STATION ENGLEWOOD

- 3.....Flotilla Staff Officers' Meeting 7 pm
- 7.....About Boating Safely Session One 8:30 am—12:30 pm
- 10.....Flotilla Members' Meeting 7 pm
- 13.....Vessel Examiner Workshop 10 am
- 14.....About Boating Safely Session Two 8:30 am—12:30 pm

From the Bridge: Graham Leadbetter, FC



The big super boat race is now history and I can report with pride that the Auxiliary did an excellent job contributing to the safety of the first annual Charlotte Harbor Super Boat Grand Prix. Flotilla 87 contributed more of our available resources than any other flotilla. Flotilla 87 provided one boat facility captained by Coxswain Jerry Meckenberg and crewed by Al Osiecki, Dane Hahn and trainee Robin Lucas. I was a crewmember for Roman Gzyl of Venice Flotilla 86. The fleet of 10 Auxiliary boats was assisted by radio watch standers Skip Wilson, Gabby Gray, and John Cahow all from our flotilla. The organizers did indeed manage to carry out this race with no major hiccups. The first race was delayed somewhat by a manatee near Stump Pass, showing that the helicopter crews were doing their jobs.

After the race things were not quite so smooth. The press reported that there were 1,000 spectator boats and it seemed to me that they were all going through Stump Pass at the same time. It was an amazing display of shore to shore boats. Thankfully there were no mishaps. Two Auxiliary coxswains had problems retrieving their boats at the Stump Pass Marina boat ramp. Roman Gzyl required the assistance of the marina fork lift to retrieve his boat, and Randy Moritz, our Division Captain, was forced to take his boat by water back to Bradenton. Clearly coxswains need to consider a better way to run their mission for next year's race. Yes the indications are that we will have to do this all over again next year.

Dave Nielsen made arrangements to run a safety booth at the beach, using the communication trailer that Flotilla 99 owns. Dave put together a team of volunteers as well as making arrangements to provide a shuttle service to the beach from Station Englewood. We should all be proud of the extraordinary effort made by many Flotilla 87 members.

Our crew training program is progressing well. We have 7 crew trainees who have completed their classroom work and are starting water training. Joe O'Reilly, a retired member, has been an invaluable consultant, guiding the class and our major trainers John Cahow and Jerry Meckenberg. Several of the trainees have been attending the sessions provided by Venice Flotilla 86, which has been very helpful to us. We expect that our trainees will be crew qualified well before the year's end.

Lee Waters, our FSO-PE, is getting ready to put on another safe boating class, which will be held at Station Englewood.

Dane Hahn, our VFC, succeeded in obtaining a grant to purchase PFDs to distribute during National Safe Boating week. Ronald Walton, FSO-VE, and his team distributed free PFDs during a VE blitz in conjunction with Flotilla 99, at Indian Mound boat ramp.

Sandy Bilsky, our FSO-HR, has been recruiting new members of a rate 1 per month. At this rate we will be much stronger at year's end and have more boat facilities than we currently have.

Finally we had a wonderful picnic to celebrate our building on May 17. We had several guests from Flotilla 84 and 86 and some retired members in attendance.

In all the critical areas Flotilla 87 is on the move.

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 Rienks 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.



Sandy Bilsky, FSO-HR

As many of us know from our former lives, a company, corporation or any organization is only as good as are its employees and members. We certainly know that rings true for our Coast Guard Auxiliary. A year ago while Flotilla 87 had great motivation and spirit, we lacked sufficient members to accomplish all of our objectives. Our core officers worked extremely hard to make up for our declining enrollment.. But that was yesterday and I am pleased to say, past history. Today we have almost 20 new Auxilarists and I couldn't be prouder of these new men and women. They are not just "good" additions to our flotilla, most are outstanding additions. Our new recruits are not merely members, but active participants in every sense of the word. They have stepped up to fill vacant officer positions, enrolled in many of our advanced courses including PV, VE, Crew and Radio Communication, and taken on much needed teaching responsibilities. Their imprint was immediately evident in the manual labor they contributed to our new "Station Englewood." The rapid advancement of many of our new recruits speaks to their wonderful energy and motivation, but also is due to the team work created between themselves and our dedicated officers who have offered up their time and knowledge to their new ship-mates through mentoring, teaching and real friendship. So, today, our Flotilla is not just a good asset to the US Coast Guard, we are truly a great and dynamic asset.

Other flotillas and regional and national Coast Guard Auxiliary officers, high up the Chain of Leadership, are now asking, how did we accomplish this? The answer is, our present and just past Commander and Vice Commanders made recruitment our number 1 priority. They asked for not just numbers, but enthusiastic and active participants in our important work. And that is exactly what we now have. But asking and getting are two different matters. Instead of spending our time trying to recruit from the general world of boating enthusiasts, Dave Nielsen and I changed our focus to the Englewood area general population who were actively seeking a volunteer opportunity that spoke to their desire to give back to their community in the form of advocating for and enforcing safety on the water. The obvious key here is the desire to volunteer. With the assistance of the Englewood Sun, we not only found many recruits, i.e., numbers, but the best recruits who did not hesitate to step up to the Coast Guard Auxiliary challenge.

To our new ship-mates and our steadfast officers who stand with and behind them, I say "thank you, here, here, a job well done, and congratulations to you all". There is no doubt in my mind that you will keep up your outstanding work.





National Safe Boating Week (NSBW) Report

Flotilla 87--with the direct assistance of Jerry Meckenberg, Steve Petty and Ron Walton, all of whom have been our FSO-VE at one time or another this year--took NSBW very seriously. With assistance of Dave Nielsen we were able to borrow the communications trailer belonging to Flotilla 99--which is richly decorated with Coast Guard Auxiliary graphics. And Dave was also able to get our story told in the Sun Newspapers.

In anticipation of the NSBW, VFC Dane Hahn submitted a grant application to the National Safe Boating Council for a "Wear it" grant. Our grant application was for funds to purchase lifejackets that we could give away with a vessel examination. Or exchange for outgrown life jackets. Specifically our plan was: when a VE was performed, we would give a pfd to the owner specifically for a child who has outgrown his life jacket. We would give the boater a larger life preserver as needed for a family member. Or if he was short a lifejacket to pass the VE, we would contribute one.

We bought approximately 40 life jackets with the \$750 we were granted. We acquired mostly child and adolescent sizes, with a few adult and a very few infant/small child sizes

for those who would have a tiny child on board and no life jacket.

Our primary events took place on the kickoff weekend at Indian Mound boat launch.

Members of Flotilla 87 and 99 teamed up and with the Flotilla 99 trailer, signs and lifejackets, proceeded to do vessel exams on some 41 boats and paddlecraft, and distribute a number of Lifejackets.

During the week-long event May 17-23 plus the 2 day weekend that followed, our number of exams was 53.

Oddly—regarding the lifejacket give away—many folks thought there were strings attached, or viewed the free life jacket as a "gift", but one to be saved for poorer people who "really needed" this sort of thing. The final report for the Wear It grant is not due until September 19, giving us the summer to continue with the life jacket give away. We continue to have a loaner program, and any jackets that are not given away to boaters will be designated as replacements in our loaner program.

Dane Hahn

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 TCOs 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 REYRs. 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 with the gung-ho spirit he exhibited in a career in the Army. Thus far, we have qualified six new, enthusiastic Vessel examiners and had two successful VE blitzes to give us 36 for the first two months of the year.



N. Lee Waters, FSO-PE

The last BS&S class ended on Feb. 27th. 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 to be held on June 7 and 14 from 0830-1230. Class assignments will be handed out soon, so instructors can 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 June class will be held at Station Englewood, 1949 Englewood Road (Rt. 776). Keep up the good work.

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



Left: Graham Leadbetter, FC instructing at the June 7th ABS class pictured on the right

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

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, 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 the 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.

David Nielsen, FSO-PA

Your Compass



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.

Continued.....

Compass cont'd.....

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 and the Peace River Sail & Power Squadron, Punta Gorda. You may contact him at dc.nielsen@hotmail.com.

References: United States Power Squadron, student texts from Piloting and The Weekend Navigator. The United States Coast Guard Auxiliary, student text Boating Skills and Seamanship.

