

ANCHOR LINE

Flotilla 87

USCG Auxiliary

Englewood, Fla.



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



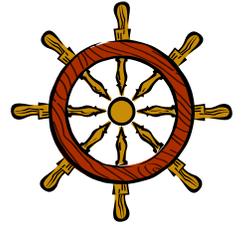
Flotilla Commander	FC	Graham Leadbetter
Flotilla Vice Cmdr.	VFC	Dane Hahn
Member Training	FSO-MT	John C. Cahow
Public Education	FSO-PE	N. Lee Waters
Vessel Examination	FSO-VE	Ron Walton
Operations	FSO-OP	Gerald L. Meckenberg
Human Resources	FSO-HR	Sandy Bilsky
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Finance	FSO-FN	Sandra L. Hahn
Communications	FSO-CM	Gerald L. Meckenberg
Materials	FSO-MA	Anton (Tony) Durner
Information Svc	FSO-IS	Sandra L. Hahn
RBS Visitation	FSO-PV	Robin R. Lucas
Marine Safety	FSO-MS	Mark Mull
Communication Svc	FSO-CS	Jack W. Rienks
Monofilament Recovery		Arthur J. "Skip" Wilson
Imm. Past Fl. Cmdr.	IPFC	N. Lee Waters
Lay Leader/Sergeant at Arms		Carl Chapman
Fellowship		Judy Abbott
Flotilla Webmaster		Jack W. Rienks

STATION ENGLEWOOD
NO MEETINGS IN SEPTEMBER

OCTOBER CALENDAR

- 7.....Flotilla Staff Officers' Meeting 7 pm
- 11.....Division 8 Meeting, Flotilla 84, Sarasota
- 14.....Flotilla Members' Meeting 7 pm

From the Bridge: Graham Leadbetter, FC



The next big event that will concern us will be the Annual Pioneer Day activities. I am pleased to report that Flotilla 87 will be well represented in this community event. Gerry Meckenberg will be overseeing the cardboard boat races, John Cahow will have his boat facility in the parade, and Lee Waters together with Robin Lucas will be managing the safety booth. All these activities were made possible by the behind the scenes arrangements made by Dane Hahn: this is a wonderful example of teamwork and leadership.

There is news to report from our August meeting. First, the meeting room is now air conditioned, which everybody appreciated the comfort now provided. Second, the flagpole project is nearing completion, we just have to wait a little longer for the concrete base to set some more. Third, we are getting close to scheduling a crew and coxswain QE mission. This will be a big step to getting our safety patrol function back on track. Fourth, Robin Lucas announced that he is now working with 50 PV partners. You can see our displays at several businesses around town. Fifth, the membership approved unanimously that the annual dues be increased to \$50.00. Members should send a check to Sandra Hahn or make arrangements with Sandra to pay by credit card. Yes, members can now pay dues by using their credit card. We are the first Flotilla in Division 8 to have credit card payment service available. This is just another example that Flotilla 87 is first with many innovations. Our building and our use of QR codes come to my mind as other examples of being first.

On a purely administrative front, this is the time of year when we prepare for our annual elections of Commander and Vice Commander. Lee Waters is the chairperson of the screening committee. Anybody interested in these positions should contact Lee. Selection of leadership is important for any organization and I hope that everybody takes this seriously.

The first annual Division 8 cruise will be a cruise to Alaska and with so many key people cruising in September, we will not have an officer nor a member meeting in September. I look forward to seeing everybody at our October meeting.

Semper Paratus

2015 Dues Are Due Now!

Please make every effort to pay the amount of \$50 by the end of the month. Don't jeopardize your membership going into the disenrollment process. All members not wishing to renew their membership for the coming year need to notify Sandra Hahn ASAP. Their names **must be removed** from the rolls by the end of December or else come the first of January, the flotilla will be liable to division and district.

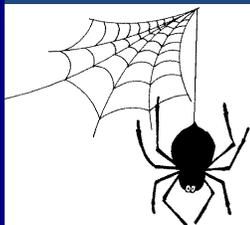
N. Lee Waters, FSO-PE

Our next endeavor will be a BS&S class to be held on October 13, 16, 20, 23, 27, 30, & November 3 from 7—9pm. Class assignments for the October class will be handed out and instructors will be working 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 came from word of mouth referrals or have used our web site (CoastGuardEnglewood.com). Keep up the good work!!

Our list of qualified instructors is thinning, so don't be surprised if I corner someone at one of our meetings or events and try to twist your arm to become a member of the instruction group. 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 boating because life jackets only work if you wear them. One of the reasons that the 1992 lives in Boca Grande, is the fact that neither man was wearing a life jacket.



Happy Halloween



The Vessel Exam

When the Auxiliary man offered a vessel exam I told him I had a good boat
And I didn't want to stand on the shore when I could be out and afloat
But I thought what the heck I'll let him check, I'm sure he'll find everything's fine.
Besides at the dock we had a gridlock and I was the seventh in line.
Well things started bad the registration I had wasn't even made out to me.
And the numbers on the side were two inches high and I was told they should be three.
My life jackets were torn and really quite worn and I found I didn't have enough.
And one more quirk, my horn didn't work and my anchor was looking quite rough.
My navigation lights that I needed at night wouldn't come on when I tried
And now I found out my hose had worn out and my fire extinguisher died.
My Marine radio that I thought good to go wouldn't even come on,
And now when I looked my navigation books with the requirements were missing and gone.
Well I thought now that's it my boats first aid kit was now just a big empty box
And my distress signal flag was a tattered old rag that had more holes than my socks.
The examiner smiled as he wrote all the while and said sadly I can't pass this boat,
The list is so long of the things that are wrong you're probably lucky it floats.
But it wasn't the end he said you know friend there is still lot's of hope
Just take this list and fix the things that you missed and the next time we may pass your boat.
I shook his hand cause I understand he wasn't just trying to be wicked.
Now I think back he was on the right track and he probably saved me a ticket.

By Ron Walton, FSO-VE



Photo from Auxiliary Image Library



Awesome Photo

My dog Sydney, Laddie Boy, Sandy Bilsky and I were on Lemon Bay headed to the beach at Stump Pass on Sandy's boat when we noticed a group of about 5 dolphins. Sandy stopped the boat to watch and then the kidz noticed the dolphins too. They headed to the bow of the boat and were trying to get a good spot to watch without jumping in. I snapped this photo and a few others with my cell phone camera. A few days later I remembered there is a section in WaterLine for reader's photos which usually contains readers holding their catch of the day. What did I have to lose. I was floored when I got my newspaper on Thursday and Sydney and Laddie are on the front cover. Of course we posted same on Facebook and sent the internet link to a bunch of friends. I got a few BZs from my CG AUX friends and an "AWESMOME PHOTO" from the editor at the paper. Probably will get the front page framed.

Dave Nielsen FSO-PA
Flotilla 87, Englewood
c732-616-9016



Sydney (Nielsen) and Laddie Boy (Bilsky)

Photo by Dave Nielsen, FSO-PA

[Coast Guard Commandant's Message on the 224th Birthday of the U.S. Coast Guard](#)

Posted: 04 Aug 2014 08:14 AM PDT



Admiral Paul F. Zukunft,
Commandant, U. S. Coast Guard

Today we celebrate the 224th birthday of the United States Coast Guard. We do so at a time when the Coast Guard is in greater demand than at any time in our history. The challenges faced by our Nation, especially in our own Hemisphere, present opportunities and new demands for our Service.

This year Coast Guard forces are engaged in operations on all seven continents. Our Maritime Patrol forces continue to meet the challenges of transnational organized crime, increased illegal migration and demand for Coast Guard authorities and capabilities from the Eastern Pacific to the Middle East. Our Shore-based forces continue to stand the watch in all of our vital ports and waterways, securing global commerce, protecting lives at sea, ensuring a safe, secure and resilient Maritime Transportation System, building and sharing incident management expertise, and protecting our natural resources. Our Deployable Specialized Forces remain in demand world-wide and are present today supporting ISAF in Afghanistan, assisting with the removal of chemical weapons from Syria and providing security for joint forces in Cuba. Our Patrol Forces in Southwest Asia continue to provide maritime security for USCENTCOM.

As an integral part of the DHS team, the Coast Guard is at the forefront of combating networks, securing our borders and safeguarding commerce. Alignment with DHS will ensure unity of effort as we face persistent threats to our borders. We will invest in a 21st century Coast Guard. We have modernized our Sector Commands, maximized the capabilities of the WMSL and are well into the acquisition process for the Fast Response Cutter. We are near completion of our WMEC-270 Mission Effectiveness Project, and we are bringing 14 C-27Js into the inventory to replace aging C-130s. Our product lines, bases and depot maintenance facilities are better aligned with operations and continue to transform to support world-wide mission execution. We will position the Coast Guard to meet the obligations of tomorrow. The Offshore Patrol Cutter is vital to this effort and design and acquisition will proceed. We will also transform our financial management system to ensure future clean audits and world-class customer service. Our intelligence community will be leveraged to cue operations to ensure we put our forces where they can be most effective.

Our exceptional international reputation is a direct result of the sustained mission excellence our Coast Guard men and women achieve every day.

Happy birthday and thank you for your continued focus on Service to Nation, Duty to People and Commitment to Excellence.

Admiral Paul F. Zukunft, Commandant



Aux FS Program

Graham Leadbetter. FC



The Auxiliary Food Service (AUX-FS) is yet another way to participate in assisting the US Coast Guard. Food service is often overlooked as being so essential to any mission. Without food nothing happens.

What are the opportunities to participate in the Food Service program? As the pictures show Dane Hahn, Sandra Hahn, and myself recently went to Station Cortez to provide assistance in the preparation of lunch. Paulette Parent, the immediate Past Division Commander has recently returned from temporary duty as the Food Service Officer aboard the Coast Guard Cutter, Alligator. Two years ago a group of AUX-FS personnel participated in an emergency exercise in Barbados. However, the most usual function of the AUX-FS is to serve at a Coast Guard station, enabling the FS officer to have time off and to serve as a backup when the FS officer is unable to be on duty.

How does an Auxiliarist become a certified AUX-FS? The first step is to attend a two day AUX-FS training program. The second and final step is to demonstrate to the satisfaction of an FS officer at a Coast Guard station skill and proficiency in certain food preparation tasks. Information on class schedules and locations can be obtained by contacting the AUX FS program manager, Paulette Parent at prparent175@aol.com.



Sandra and Dane Hahn taking their turn at preparing the food



Photos provided

How many Auxiliarists does it take to dig a hole?

Dateline: Englewood Station, July 29th, 2014

That question was answered today as seven members of Flotilla 87 showed up this morning with shovels in hand and smiles on their faces as they prepared the ground for the flotilla's new flag pole. In a very short time the hole was dug and prepped for the next phase, which will be pouring the concrete and then actually placing the pole.

A great big thanks to; Graham Leadbetter, Dane Hahn, Carl Chapman, Sandy Bilsky, Robin Lucas, Mary Walton and Ron Walton. Great job Shipmates!

Ron Walton FSO-VE



First we measure



And now we dig.....



.....and dig some more

Above photos by Mary Walton, FSO-SR



The form is in place



Cement man commeth



Now we make sure it's level



And the finished product

Above photos by Dane Hahn, VFC

The flagpole is on the way!



Meeting Highlights



Dane Hahn, VFC, Graham Leadbetter, FC and Mary Walton, SR preside over a very well attended meeting despite it being the middle of summer



Craig McCrodden is sworn in by FC Leadbetter



Robin Lucas receives his certification for completing the Good Mate Program



Sandra Hahn, FSO-IS/FN receives her 5th Auxiliary Sustained Service Award from FC Leadbetter

WOW!
FABULOUS!

Photos by J. Abbott

David Nielsen, FSO-PA



Rules of the Road

Help us help you.

Not long ago I was listening to the VHF radio at work and I overheard an SOS signal on Ch 16, the marine radio hailing and distress frequency. I can honestly say I had not heard an SOS signal since my days at Boy Scout camp trying to learn Morse Code. Yup, the SOS signal was three dots followed by three dashes and three more dots in a group of three. (...---...)

The SOS signal also got the attention of the U.S. Coast Guard watch standers in St. Petersburg who responded with a voice acknowledgement of the SOS signal and a request for further information. Later I heard a Florida Wildlife Commission aircraft pilot asking boaters around Pine Island if they had heard or seen anything or anyone in distress. I did not hear anything further or a repeat of the SOS signal during the remainder of my watch.

As I recall Morse Code should be answered by a listener also using Morse Code in order that a two way communication is established and the person or vessel issuing the SOS can transmit its position and nature of distress. Without the two way communication or some other means of verifying if someone is truly in distress, the message will probably be considered a prank or hoax and eventually disregarded. Worse yet, if the signal is repeated without verification, it would be like "crying wolf" when no distress exists.

Regarding more contemporary communications, calling the U.S. Coast Guard or commercial towing service should not become an exercise in 20 questions. Although we may ask that many questions, the critical information that needs to be relayed is who you are or the name on the boat in addition to your exact position, nature of distress and how many persons you have on board.

I am sure several of us who are in the radio watch business has had a caller looking for assistance and the caller could not tell the watch stander where they were.

For example: a boater in need of a tow states he is in Charlotte Harbor. OK, what is your location? I said I am in Charlotte Harbor as I can see a water tower. The last time I was in Charlotte Harbor the water tower they were referring to is visible almost everywhere on the harbor.

How close are you to the water tower? The tower is about a quarter mile to my west. Umm that might put the boater somewhere on route 41, not Charlotte Harbor. Or the boater may say he is roughly opposite the entrance to a particular harbor, cove or island. I guess that may be true if they were exactly due north, east, west or south of the geographic location described.

Continued.....

Help cont'd.....

This past week a caller with engine failure gave me exact GPS coordinates. When the position was plotted the coordinates turned out to be a prominent lighted marker in Charlotte Harbor near Burnt Store Marina. The caller even described their position at Red Marker No. 6 in Charlotte Harbor. It turned out the caller provided a waypoint and really was near a Red No. 6 but in the channel entrance into Burnt Store Marina.

My favorite to date is a boater called his girlfriend because his cell phone battery was almost exhausted. He gave her minimal information such as it was raining, they were on an island, out of fuel and he had to get home or he would be late for work. The girlfriend could not even describe her boyfriend's boat but she knew it had a motor. OK, where do we start looking?

All this and many more examples where a little bit of good information would have gone a long way to helping the authorities find a boater in distress. Being able to describe your exact or nearly exact position really helps. Having a chart on board and knowing how to read it really helps. It also helps if you have and know how to use a Global Positioning System (GPS). I recently assisted a boater in distress on how to retrieve his position from his GPS. I recall the GPS receiver he described was similar to the one on my boat so I had a good idea where to look.

My wife and I finally got ourselves each a new smart phone. Interestingly enough, among all the applications (apps) the phone comes with, is a compass that also displays latitude and longitude. If you have a smart phone, look to see if you have that app in there somewhere. If not, download one that gets you the information you need to get help. It can't hurt if you need to know.

And of course having an electronic position indicating radio beacon (EPIRB) on board all vessels is highly recommended to expedite the rescue process in distress cases. An EPIRB when properly registered would notify the Coast Guard who they were and exactly where they were.

For more information about boating safety visit the U.S. Coast Guard Boating Safety Division website at: www.uscgboating.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 and the Peace River Sail & Power Squadron, Punta Gorda www.puntagorda-boating.org You may contact him at dc.nielsen@hotmail.com



A Boat Ride Around Gasparilla and Boca Grande



Dane Hahn and John Cahow



Photos provided by Graham Leadbetter, FC

More to Come Next Page.....

And Now the Real Estate.....



Uncle Henry's Marina



The infamous Boca Grande Lighthouse and Museum

Photos provided by
Graham Leadbetter, FC

Flotilla 87 at the Cardboard Boat Races Indian Mound Park



Left: Ron Walton, Robin Lucas and Jerry Meckenberg. Right: Ron, Robin and John Cahow.



Left: A group visits the display table at the Safe Boating trailer belonging to Flotilla 99.
Right: Jerry Meckenberg (FL 87) and Ted Wilson (FL 99) staff the display table.



Robin Lucas left, and Ron Walton right, check out the supply of life jackets the flotilla will give away to children

Photos provided by John Cahow

The kids were delighted with their New life jackets



Thumbs up! to safe boating!

Pioneers' Day Parade, Labor Day In Englewood



Bob Eckert, Carl Chapman, Sandy Bilsky, Al Osiecki & John Cahow
And.....Laddie Boy



Al Osiecki and Bob Eckert



John Cahow's boat "No Clew"



Laddie Boy riding on the bow and "Dad" Sandy Bilsky



Bob Eckert's boat "Theresa Ann"



Al Osiecki port side aboard "Theresa Ann"