



UNITED STATES COAST GUARD AUXILIARY
America's Volunteer LifesaversSM



NASSAU SOUNDINGS

USCG Auxiliary Flotilla 14-1
Fernandina Beach, FL
Seventh Coast Guard District



Volume 17, No. 07

Aaron Rawls

FSO-PB 14-1

July 2008

FLOTILLA COMMANDER

Tom Hayden

FC 14-1

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Public Education is becoming more and more important to the Auxiliary. Currently, accordingly to the "Small Craft Advisory," 47 of the 56 states and territories have implemented one of three types of mandatory boating education. The three types are as follows:

1. Education is required based on the "born-on or after date" of the boat operator;
2. Mandates education for all boaters with a phase-in approach over a period of time;and,
3. Education for only only a specific age group of boat operators.

Statistics have shown that those states that have enforced some kind of mandatory education have seen a overall decrease in the number of boating fatalities. There are two boating organizations that have adopted a policy position on State mandatory boating education: the National Association of State Boating Law Administration (NASBLA) and the Marine Retailers Association of America (MRAA).

With the continued growth in recreational boating and the growth in new boaters every year, we must expand our Public Education courses and our VSEs and Marine Visitations must work on Public Education every time they go out.

So far this year we have had one ABC program at Fernandina Beach, FL, and one ABC program at St Marys, GA. Additionally, we have had one BS&S program at Fernandina Beach and we have another one scheduled for September 23. This is not to mention our GPS program and our Navigation program. Boating education is important to all positions in the Flotilla. I encourage all members, and particularly our Flotilla Staff Officers, to promote our boating education programs when they work Auxiliary programs. Additionally, every time you come in contact with the public boating community, talk about boating safety and boating education.

Last month I reported in the Nassau Sounding that we had an all day major QE mission with 2 QE's, 4 facilities, 3 crew trainees for crew qualification, 1 coxswain and 7 crew for recertification. I also reported that only three crew members were recertified and only one crew trainee was qualified. The Coxswain was recertified after passing the offshore test. These were the worst results of a QE mission for our flotilla I have ever seen. We must do much better and I am confident that we can.

As I wrote in the Operations Report of this Nassau Soundings at present we have 40% less certified crew available for patrol than what we had at the beginning of the year. The number of available coxswains and facilities is also down. **We need to reverse this trend or our flotilla will no longer be the same.**

The following is a list of the most pervasive problems we saw during the last QE mission.

- Inadequate communication during critical MOB drill, towing evolution and anchoring
- Lack of situational awareness
- Knowledge of SAR policy , come upons and definition of safe harbor
- Understanding of relative bearings and being able to judge distances
- Understanding of basic First Aid principles
- Chart reading and Aton definition
- Use of signal mirror

We have scheduled another QE mission on July 28 to make up what we missed in May. In February this year all operational members attended a TCT class. Among other subjects we discussed Communication and Situational Awareness.

As we discussed at the last Flotilla meeting **Communication on a boat is a safety issue.** Each person or persons we communicate with must have a clear understanding of what we want to convey. What is not intuitive to most of us is that we need feed back to know that our communication has been understood. This means commands on a boat have to be repeated , when a task has been accomplished we have to communicate this in a loud and clear voice and it must be acknowledged. We believe that one of our crew trainees did not qualify because communication was judged inadequate by the QE.

Situational Awareness is the hallmark of a boater. Situational awareness is consciously making yourself sensitive to what is happening on your boat. If you are aware you can prepare for unpleasant surprises or changed situations. Know what is going on around you and anticipate what is ahead. Boat defensively. We believe that one of the crew trainees did not qualify because of lack of situational awareness.

Every Auxiliarist, while underway in an operational facility, should be checking every ATON, PATON and bridge encountered for discrepancies. If you spot one that is off-station, significantly damaged, sinking, or otherwise out-of-sorts, call it in by cell phone to the Sector Jacksonville Operations Duty Officer, phone 564-7513.

Weeks Marine, with dredge R. S Weeks, will be dredging in the vicinity of the St. Marys Entrance, outside navigable waters, with floating and submerged pipelines renourishing the beach at Fernandina Beach, FL. ETC is 10 August 2008..

There will be a chart updating course given by division possibly Sept. 13 or 20. Also an aids verifier course previous to this.

COMMUNICATIONS Jerry Neal FSO-CM 14-1 (904) 277-8270

I have all six 7030 reports from radio watch standers, so far for the month of June. One is due for Wednesday, 25 June and two more will be due by the end of the month.

RWS Bob Macias is home. His wife, Betty, is not well. Bob won't be available anytime soon. We will have to make do without him in the meantime.

We haven't received, as yet, the signed-off ANSC 2004 Radio Inspection & Offer For Use Form papers for Heinz Fridrich to operate as a RWS from his boat. SO-CM Tom Sorensen signed it off some time ago.

Tom Sorensen, SO-CM will visit our Lighthouse Cottage facilities sometime in the near future. Sickness prevented him from visiting this month. We have discussed his plans for increased coverage of VHF in our Division. Since the plans are still in the talking stages, I will report on them when they become more solidified.

I am still pursuing Paul Clark and Isabel Gaw to complete their processes to become RWS. They have radios and antennas in place in their homes. Paul is about to take the ICS 100 & 700 tests. Isabel said she would start studying the Comm Specialist workbook soon. I have one person who is ready to get the radio and antenna of one of them and can start immediately as RWS.

USCG Aux members that are Amateur Radio operators are invited to operate as "Special Event Radio Stations" on Saturday, October 18, 2008 on amateur H.F. frequencies to commemorate the anniversary of the U.S. Coast Guard Auxiliary. All amateurs are invited to set up and operate Special Event Radio stations using HF all across the nation. More on this in the near future.

COMPUTER SERVICE Joe Blanchard FSO-CS 14-1 (904) 277-4257

Flotilla 14-1's website has been recently updated with a new link to ID Card request for replacement and a link to obtaining free charts. The "Links of Interest" should be checked often since it provides a quick method to accessing very helpful information.

Remember to check our web site <http://cgaux7-14-1.org/>

FINANCE J. Sintes FSO-FN 14-1 (904) 261-4432

INFORMATIONS Craig Bennett FSO-IS 14-1 (904) 261-7456

MATERIALS Louis Fusco FSO-MA 14-1 (912) 673-9470

Just a reminder to those of you who may have a supply for USCG AUX penalty stamps that you are not using please give them to another FSOs' who may need them or return the stamps to me. For member information is the type of mail authorized for use by the Executive branch of the government which the USCG is one of the Departments or agencies. The penalty stamps are of distinctive design and are issued in postage amount not found in at the Post Office. Some examples are 1, 10, 20 cent stamps. The Coast Guard Auxiliary has paid for these stamps in the same manner as you and I would pay for regular stamps at the Post Office. Unused Penalty Stamps are lost money for the Coast Guard. The penalty for private use is \$300.

MARINE SAFETY

Richard Trollope

FSO-MS 14-1

(904) 941-1403

1. New rules for Florida "Fresh" water fisheries go into effect 1 July 2008.
 - A. Someone may now possess a legal Firearm in a Fish Management Area (FMA). Use of a firearm for taking fish (and wildlife) in a FMA is still prohibited.
 - B. Fishing gear used by recreational and commercial fishermen must be clearly and legibly marked with the owner's name and address. This gear includes nets, lines, traps, baskets, hooks, etc. This rule will help with the enforcement and removal of abandoned or improperly positioned gear creating a hazard.
2. Night Vision Devices—Very useful on Safety or ATON Patrols.; three (3) Types :
 - A. Generation 1 – moderately clear images, range 75-100 yards; up to \$300
 - B. Generation 2 –brighter, clearer, sharper than Gen 1, range 150-200 yards; up to \$1800.
 - C. Generation 3- most advanced range to 300 yards; up to \$5000..
3. Semi-displacement hulls: Not fast—and not slow:
 - A. Displacement hulls are designed to go through the water; planing hulls climb on top of it.
 - B. Semi-displacement (or semi-planing) hulls are not limited to "hull" speed and can climb over and past their bow waves. Where do they get the "boost"?
The bottom of the hull flattens aft so it is parallel to the surface of the water providing the dynamic "lift" needed. They have round bilges as opposed to hard chines (the corners where the sides and bottoms meet). This roundness reduces wave- making resistance, acts as a lifting surface, and reduces frictional drag. (The true planing hull with its hard chines rises higher out of the water meaning less wetted surface and goes faster). Semi-hulls have full keels, which tend to have flat sections aft which give the vessel better directional stability.
4. Articulated Rudders- can greatly increase steering control.
 - A. A rudder works by deflecting water flow. Prop wash flows past the rudder increasing pressure on one side while reducing it on the other. The stern moves toward the low pressure side and the boat turns, (Turning a rudder beyond 45 degrees causes the water to flow around the ends - called "stalling the rudder".)
 - B. An articulated rudder has an additional plate like an aircraft wing called a fish or salmon tail. This increases the effectiveness by redirecting the thrust. The rudder moves 35 degrees on each side for a combined total of 70 degrees. With this device, up to 50 degrees on each side can be done without "stalling" the rudder. Tighter, quicker turns may be accomplished; the prop wash can create side thrust similar to a stern thruster.

- C. Existing rudders can be modified with this device.
- 5. Man Overboard (MOB)-How best to get the person back? Approach from windward or leeward?
 - A. Windward advantages: creates lee for the person and ease for throwing the Type 4.
 - B. Windward disadvantages: waves can throw the boat on top of the person and a fast drifting boat can push the person under the water.
 - C. Leeward advantages: the person is protected from the boat going over him and can get close enough to pick up the victim.
 - D. Leeward disadvantages: difficult to hold position, difficult to throw the type 4 against the wind, boat may drift faster than the person, and waves might throw the person against the boat.

(Assess the local conditions and use your best judgment)

- 6. Crab trap buoys: Labeled with R for other than commercial harvester (private persons) or V for the commercial harvester.
Traps tied to docks do not need to be labeled
- 7. According to SECJAXINST 16790.3, Harpats, page 2-2 #4 paragraph c.
Tank vessels should have a “fire wire” (to be used to tow the vessel away from the pier in case of fire on the pier or ship). This wire may be Synthetic Fiber Line if it is fire resistant. Most are steel cable but according to the International Safety Guide for Oil Tankers and Terminals (ISGOTT), if the terminal can provide fiber line that is acceptable. (Fiber line is much lighter in weight than steel cable).
- 8. Wag Bags-Portable Plastic Bags that hold human waste
 - A. According to the Fish and Wildlife Commission (FWC) and USCG policy, a boat over 26feet (FL statute 327-02 and 327-53) must have a toilet in Florida.
 - B. The wag bag if used “alone” will not bring a boat into compliance with the law. In other words, a boat with no toilet or a non-operational toilet is still illegal if it “just” has Wag-Bags. You can use the Wag-Bag instead of filling the toilet,--but you still must have the MSD aboard.(See www.briefrelief.com or store@southwindsmagazine.com or www.southwindsmagazine.com).
- 9. New Products for Marine Safety:
 - A. Brimlight-5 LED lights that clip to your ball cap. www.brimlightusa.com, or call 1 (866) 396-6650; \$18.00
 - B. Extra cleat-a device which goes in the gunwale rod holder with the cleat attached. Useful for fenders, etc www.Mooringproducts.com or 1 (800) 277-9447.
 - C. Jet Ski Warning light –mounts to jet ski and comes on when slowing down or stopped. www.aqualuma.com.
 - D. Autotether: If you fall overboard while fishing by yourself the situation is NOT good. Engine shut off lanyards provided are too short to give you much movement. “Autotether” has a wireless version allowing you to move about the boat unhindered. www.byownerelectronics.com.

MEMBER TRAINER

Bob Sperry

FSO-MT 14-1

(904) 277-7191

As part of member training lets try a little exercise each month. At our general meeting we will spend a few minutes discussing our activities with a few questions we all should think about between the receipt of Soundings and the meeting. I'll include in Soundings

a few questions about our activities that all members should be able to answer. Some may be on auxiliary in general, some on Operations some on Public Education, Vessel safety checks, ATONs etc., but all about subjects that an active member of the auxiliary should know.

We start with a simple question about uniforms: We all wear the ball cap. What lettering, symbols, devices etc. are authorized to be on the cap?

Second, a question about boating operations; We are motoring out the ST. Marys channel and see a freighter inbound to the port and hear it sound three blasts on its horn. What does that sound signal signify?

Third, a question regarding vessel safety checks: What is the required height of the letters showing the hailing port of a documented vessel?

I expect all of us will know the answers to these questions Thursday night.

MARINE PROGRAM VISITOR	Pete Maye	FSO-PV 14-1	(912) 552-3350
OPERATIONS	Heinz Fridrick	FSO-OP 14-1	(904) 261-5844

During the month of June 2008 we had 10 patrols five less than planned. This brings our YTD patrols to 54, seven less than planned.

As of the end of June we have 12 certified crew available for patrol, eight or 40% less than what we had at the beginning of the year. Also at the end of June out of 12 coxswains ten and out of 11 facilities six were available for patrol.

Starting in July we will have an additional facility in our flotilla. "Don & Corky" a 21 foot Cabin Cruiser is owned by Don and Corky Gerarde and Aaron Rawls will coxswain the boat. Thank you Don for making your boat available.

July will be a very busy and challenging month for all boats, coxswains, crew and radio watch standers.

In total we are planning 22 patrols four more than planned. Highlights of the month in addition to regular marine safety patrols will be:

- County support for an emergency rehearsal with 3 boats
- Fireworks support Fernandina Beach and St.Mary on July 4 with 3 boats
- Thistle Sail Boat Race support on 2 days with 4 boats
- Jacksonville Kingfish tournament support on 2 days with 2 boats
- QE mission to qualify two new crew and recertify one crew with 3 boats.

PUBLIC AFFAIRS	Robert Conklin	FSO-PA 14-1	(912) 673-9678
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We will need volunteers to man a booth at the general safety event at the Smurfit paper mill.

Pls mark your colander for one day at the Smurfit facility the week of 25-29 Aug. It will be a short 1400-1530 assignment.

Some members have already volunteered; let me know what day you will be available to help with our Recreational Boating Safety booth.

PUBLICATIONS Aaron Rawls FSO-PB 14-1 (904) 225-0765

PUBLIC EDUCATION Tom Pippin FSO-PE 14-1 (904) 491-6285

Flotilla 14-1 Members!!! We need your help!! Our next BS&S/10 Class will start September 23 and will close on October 30, Tues and Thur nights 7:00 pm to 9:00pm. We will advertise in the local papers and shops in the area, but, you can help!! Please note these dates and mention this class to your neighbors and boating friend!!

PERSONEL SERVICE Sam Boyd FSO-PS 14-1 (904) 277-6608

ID CARD REPLACEMENT PROCEEDURE

There is a new procedure for requesting member ID cards. Members will now go on line to request a replacement card. Follow these steps:

1. Go to our web-site www.cgaux7-14.org and click on links of interest at the top of the page.
2. In the window that appears click on ID cards in the right column
3. You will reach the 7th district web page. Click on ID cards again.
4. Fill in only the top part of the form that comes up. You will enter your member # and zip code. Click continue.
5. The next page to appear verifies your name and member number. Click ID card GW
6. The next page to appear is your current ID card with your photo if they have it on file. In the proper block, type in your reason for requesting replacement and click on request ID card. If you have to add a photo, you will need to retrieve it from your documents folder. See Sam Boyd if you need a photo. You should not need it unless you want to change your photo or DIRAUX has lost your previous photo.

The request will go to DIRAUX and then back to our FC for approval. Approved requests will then go back to DIRAUX. Your password will then be e-mailed to you. I do not know if the form mentioned in step 4 will come to you. If not you will need to repeat the steps 1 thru 4 and now complete the lower part of the form with your password and member number. ID cards will come to the FC for distribution.

This process will be interrupted if your current e-mail address is not listed in AUXDATA.

I have prepared this in printed form with exhibits showing the web pages. If you need a copy let me know. I will also be passing them out at the next flotilla meeting. If you need help, I suggest you contact our IS officer Craig Bennett.

SECRETARY Vaughn Conrad FSO-SR 14-1 (912) 882-9453

See Flotilla minutes.

1. National Safe Boating Week (NSWB) is behind us but new opportunities arise for our Vessel Examiners (VEs) to conduct Vessel Safety Checks (VSCs). The advertisements of multiple fishing tournaments are attracting many boaters to Fernandina Beach and St. Marys. (From personal observation, most of the “professionals” entering these tournaments are well prepared and will not readily commit to a VSC; however many of the other fishermen –not necessarily entered in these tournaments –are more amenable to these checks. Importantly, many of these fishermen are utilizing precisely the sizes of craft that we should be checking),
2. As you conduct your VSCs, be particularly alert for non-operable navigation lights. Noted during the pre-dawn patrols with the King Fish Tournament (20-21 June), the Nassau County Sheriff’s deputies snagged several vessels (even among the “professionals”) without running lights. The response from a boater during a VSC that he “doesn’t go out at night” is unacceptable. Give that boater a copy of the Rules; you will make him safer –and far less likely to get a ticket.
3. Through mid June 2008, our VEs had conducted a reported 65 VSCs ; not all these VSCs are showing up in the AUXDATA. If you need help to ensure YOURS are getting into the system, ASK. Specifically as you fill out your Electronic ANSC 7038 form, ensure you send it to craig@aibeach.com, rtrollope@earthlink.net. Craig is in charge of getting your reports entered into the AUXDATA, but by placing me as an addressee along with Craig, you ensure I will receive a copy of the “email” receipt. (That is all I need to help track your VSCs).
4. For those VEs who have “done” the five minimal “requirement” consider doing more. The VSCs are not difficult to do and there are many of our local boaters with vessels never having been inspected or needing a CY2008 decal. Ideally, any recreational vessel operating out of Fernandina Beach and/or St. Marys should be given a VSC by a Flotilla 14-1 VE!
5. Special Rules:
 - A. According to 46CFR67.121, the official USCG Number on a Documented vessel must be marked on the “INTERIOR” structural part of the hull. (It is NOT to be placed on the bow of the vessel where the State (FL/GA) numbers go.
 - B. Florida Statute 327.52 -states that the Maximum Horsepower on a boat less than 20 feet should not exceed that stated on the “Capacity Plate”. When doing a VSC, check the horsepower of the mounted engine with the Capacity Plate. Not only is it illegal to have the engine exceed the Capacity Plate number, it also means the boater is in violation of FL Statute 327.33 -“Reckless or Careless Operation’. Don’t issue the decal!

HISTORIAN	Robert Lauber	FSO-HN 14-1	(904) 277-4065
GROUNDS KEEPER	Paul Clark	FSO-GK 14-1	(904) 261-4041
LIGHTHOUSE KEEPER	Helen Sintes	FSO-LK 14-1	(904) 261-4432
FELLOWSHIP	(Vacant)	FSO-FL 14-1	
YOUTH PROGRAMS	Gary Bong	FSO-YP 14-1	(904) 261-2006
HEALTH and SATETY	Deborah Rollins	FSO-HS 14-1	(904) 261-0725



FLOTILLA 14-1 MEETING

**July 3, 2008
1900**

**Amelia Island Lighthouse
100 O'Hagan Lane
Fernandina Beach, FL**

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