



# NASSAU SOUNDINGS

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



Volume 18, No. 10

Aaron Rawls

FSO-PB 14-1

October 2009

## Calendar of Events

- Oct 01** Monthly Flotilla 14-1 meeting.-All Members – 1900 – Lighthouse  
**06-20** BS & S Classes (Tuesdays and Thursdays until October 20<sup>th</sup>)  
**07-21** AUXPAT Classes (Wednesdays until October 21<sup>st</sup>).  
**28** Flotilla Staff Officer Meeting – 1900 – Lighthouse  
**29** Nassau Soundings Article Submission Date  
**31** Work Day
- Nov 05** Monthly Flotilla 14-1 meeting.-All Members – 1900 – Lighthouse  
**07** BS & S Classes (Saturdays until Nov 14th)  
**25** Flotilla Staff Officer Meeting – 1900 – Lighthouse  
**26** Nassau Soundings Article Submission Date  
**28** Work Day



New Members  
Steve Mason, Sharon and Chris Belcher



New PATON Verifiers  
Jerry Neal, Bob Sperry, Bill Kelly

This is an important reminder that at the Flotilla meeting, Thursday, November 6, we will be electing the FC and VFC for 2010. Our current VFC Joe Blanchard headed up a search committee over the past months to identify candidates who are willing to stand for election. We plan to announce these candidates at the next flotilla meeting in October. In addition anyone who is qualified may be nominated from the floor.

Please mark your calendar and attend these very important Flotilla meetings in October and November.

Some of our past Flotilla Staff Officers will not be returning in 2010. Also, we are looking for Assistant Flotilla Staff Officers in any of the FSO positions. All you have to do is express an interest to the FC, the VFC or the FSO who's area of responsibility interests you.

Last count we had over 100 flotilla members. We have 17 Flotilla Staff Officers currently filling Flotilla positions. Additionally, we have six Special Staff Officers who are doing very important work for our Flotilla. We can have as many Special Staff Officers we want. If you have an area of interest in boating safety or on/around water activities or anything to do with life saving, let us know and maybe there is an area we need to provide special attention in the future.

Recently my wife and I attended some of our social fellowship meetings. We found them stimulating and very rewarding. We had a great time talking to other flotilla members and their spouses and having a meal together. I am confident that those who attended feel the same way.

Why is it that usually only a limited number of members and usually the same attend? I realize you cannot be there every time because you may have a conflict. What is it we need to do to attract more participation? Please send me an e mail [hfridrich@aol.com](mailto:hfridrich@aol.com) with your suggestions and comments what we should do different. Fellow ship is a very important for the overall success of our flotilla and our missons. These are some of the pictures we took at the last social at Applebee on September 23.



**VICE COMMANDER**

Joe Blanchard

VFC

14-1

(904) 277-4257

In the summer 2009 issue of the Navigator on page 5, there is a small piece entitled “Where did Your Copy Go”. It suggests that members place old copies of the Navigator in their doctor’s office, auto repair centers, tire stores, or any location where people sit and wait. I think this is a great idea and a very inexpensive way to get our message out to the public. The September Social at Applebee’s was attended by 12 members. The food and fellowship were outstanding. I am sorry if you were unable to attend; we missed you. If you have been reading the Soundings and/or attending the past couple of meetings, you will have come to understand that your elected officers and staff are greatly concerned about the future of our Flotilla. We have about 106 members, the largest Flotilla in the Division, but only about 30% of those members attend meetings, socials, or are operationally active. If you are one of the other 70%, please let me know what it takes to get you involved. This is your Flotilla too. I hope to see you at the October meeting.

**AIDS TO NAVIGATION**

John Tatum

FSO-AN 14-1

(904) 491-7601

**General Information**

- The 2009 edition of Light List 3 is available at <http://www.navcen.uscg.gov/pubs/LightLists/V3.2009.pdf>  
Information from the Local Notices to Mariners 08-53 and earlier are included in the new edition.
- Mooring to a Federal Aid to Navigation, or otherwise damaging one, is a violation of 33 CFR 70.01 and may earn a fine of \$500.00 per offense. (LNTM 08-51 and following).

PATON AND BRIDGE LISTINGS FOR 14-1 ARE NOW AVAILABLE FROM HEINZ FRIEDRICH, JOE BLANCHARD OR JOHN TATUM.

**Previously reported discrepant, now reported Watching Properly**

- Amelia River Daybeacon 16 (LLNR 7100/37980), LNTM 09-32.
- **Changes to ATONs (since promulgation of the 2009 edition of Light List 3)**
- **St. Marys Approach Obstruction Light South** (LLNR 6465), remove from Light List, LNTM 09-25.
- **St. Marys Approach Obstruction Light North** (LLNR 6470), remove from Light List, LNTM 09-25.

**ATON PROBLEMS:** (per Local Notice to Mariners, District 7 37-09)

31803 Cumberland Sound Shoal Light E extinguished/damaged

37808 Cumberland Sound Shoal Light E extinguished

37893 Cumberland Sound Shoal Light A extinguished

**TEMPORARY CHANGES:**

Cumberland Sound Lower Range C discontinued

Kings Bay Lite 48 discontinued for dredging

No new reports from our patrols.



**An Old Picture, Wreck Buoy Onshore**

**COMPUTER SERVICE**

Joe Blanchard

FSO-CS 14-1

(904) 277-4257

The website calendar is the place to check on upcoming events. A quick check of “Links of Interest” will provide access to valuable information to Auxiliarists both Operations Types or not. Such items as NOAA charts, light lists, knot tying, safe boating tips, rules of the road, and how to use a VHF radio are just few of the links to be found there. New links are added all the time so check back often. “Member Information and Photos” has all kinds of Flotilla 14-1 member specific information like; uniforms and how to purchase them, forms, photos of Flotilla activities, and member training resources. So what are you waiting for? Check out the website at <http://cgaux7-14-1.org/>

**FINANCE**

Tom Pippin

FSO-FN 14-1

(904) 491-6285

**Membership Dues are Due. If you have not paid them for 2010 Please do so Soon!**

**MARINE SAFETY**

Richard Trollope

FSO-MS 14-1

(904) 941-1403

1. First, a correction in the telephone “Who to Contact List” provided in the September issue of the Soundings: the USCG Foreign or Commercial Vessels Integrated Command Center (ICC), Domestic Vessels Prevention Dept. number is: (904) 564 7650 .
2. Propane Tanks: As of April 1<sup>st</sup> 2002 “ALL” Propane Tanks must have an “Overfill Protection Device” (OPD); NO exceptions. The OPD limits the amount of liquid ensuring a 20% vapor space as the liquid returns to a gas state. (Shake the tank and it will sound as liquid in the tank.) Pressure gauges cannot be used to measure the quantity in the tank but only to check for leaks. Weighing is the preferred method of determining the fill state. Propane tanks weigh about 4.2 pounds per gallon. The tanks are pressure tested when new, then 12 years later, then every 5 years after that. Propane supply lines must be rated for 350 PSI even though they only carry 0.5 PSI. The Propane Tanks must be stored upright, NOT in an interior compartment, and vented from the lowest (tank) point and drained over board above the waterline. Propane is heavier than air so any entering the interior of the vessel could be dangerous. One simple method used to determine how full the tank is: pour water over the tank—and the water will “bead up” differently below the liquid line.
3. Fuel Filters: U.S. 33CFR183.590 states: the Fuel System on Gasoline Inboard and I/O Systems must withstand a Fire Test. RACOR filters with see-through plastic bowls and outboard type filters “CANNOT” be used for Inboard and I/O boats. These boats must use the filters with “metal bowls” and heavier gauge filter housings. 33SCFR183.556 states: the Fuel Filter “must not” have a fitting for draining fuel or water. It can have a pipe plug or screw type connection fitted with a locking device other than a “lock washer”. Filters which come with a petcock to drain water may loosen with vibration and are NOT allowed. You don’t want water in your fuel -----nor fuel in your bilge.

During the month of September we had 7 patrols four less than our plan. This brings our year to date patrols to 94, fourteen less than planned. During the month five scheduled patrols were canceled, two due to weather and three due to engine problems.

— As of the end of September we had 20 certified crew, five coxswains and 7 facilities available for patrol.

Over the past three years we have implemented an annual crew and coxswain surface operation currency maintenance. Each Crew members and Coxswains **must** practice annually the tasks listed below to stay current and is responsible to get it done. At the last Operations Workshop in February Bob Sperry discussed and handed out a detail description of each of these tasks.

As of September 20 out of 25 operational members reported their YTD accomplishments. Of those who reported 2 have yet to practice towing evolution and 5 have not practiced a three leg DR exercise. 12 practiced Night Navigation and Piloting Quite a few members (about 16 out of 25) have practiced these tasks more often than just once.

### **Coxswain and crew tasks**

Complete a Pre-underway check-off and brief (crew must assist)

Rescue a MOB from the water using direct pick-up method ( Recovery/Pickup person)

Side tow evolution-direct (crew assist)

Stern tow evolution-direct (crew assist)

Tied all required knots and hitches

Made proper radio operations report

Performed anchoring exercise

Communicated with crew while docking/undocking

Responded to reports from bow and stern watch

Performed three leg DR exercise

Planned and ran SAR exercise

Night Navigation and Piloting Exercise (crew assist) **Optional**

We know that all of these tasks can be practiced during regular patrols except towing evolution and night navigation/piloting. Many members are doing this already. There is no reason why all of us cannot do these more frequent like **quarterly instead of just annually**. We plan to discuss this further at our next Operations Workshop early next year.

**PUBLIC EDUCATION**

Steve Filkoff

FSO-PE 14-1

(904) 491-8629

BS & S Class is proceeding well with good class participation.

**VESSEL EXAMINER**

Richard Trollope

FSO-VE 14-1

(904) 491-1403

1. The September (last month's) issue of the Soundings carried the PRESS RELEASE by Tom Hayden titled "Lack of Boater Education Linked to Rise in Recreational Boating Fatalities". The top five factors in boating related accidents in 2008 were: "operator inattention, careless or reckless operation, no proper lookout, operator inexperience, and passenger or skier behavior". Vessel Safety Checks (VSCs) won't in themselves "fix" these top five factors -- but they can help. In this regard, our Division SO-VE, David Green, has requested all Vessel Examiners (VEs) to keep on pressing VSCs for not only the physical aspects but as an opportunity to educate boaters "one on one" with the importance of safe and responsible operation. Tell operators about the kinds of dangers, pass on any available information on Safe Boating Courses (whether at our Flotilla 14-1, "down the "First Coast", or on-line.
2. In spite of freakish early weather, our VEs have steadily been outreaching to recreational boaters. A running summary of over 160 (80% of the goal of 200 VSCs in CY 2009) was reached in early September. As noted above, efforts should still continue since the VE "educator" is the critical "Face to Face" with the boating public: You do make a difference.
3. Triggered initially by a request for "How to get a Capacity Plate" and a "Hull Identification Number" (HIN) for a "home built boat" (in Florida), the following Information was provided by our SO-MS, Marc Lang : FL Statute 328.01 provides that for a Title (registration), the builder must provide a notarized statement for a boat less than 16 feet. (Ideally, the boat was constructed in accordance with the "Safety Standards for Backyard Boat Builders" and the Federal Regulations 33, Part 183). If the boat is 16 feet or more, the notarized statement PLUS a Certificate of Inspection from the FL Fish and Wildlife Conservation Commission (FWC) is required. With the Certificate of Inspection completed (satisfactorily), the Department of Motor Vehicles (DMV) provides a FL HIN starting with the letters "FLZ"..... No capacity plate is addressed. For a "home built boat" in Georgia, best check the Web site (a good one) at [www.boat-ed.com/ga/course](http://www.boat-ed.com/ga/course). Although never directly addressing "home builds" for registration, it provides a further link to the (Georgia) Department of Natural Resources, Boat Registration Office, P.O. Box 105310, Atlanta GA, 30348-5310 or [www.goboatgeorgia.com](http://www.goboatgeorgia.com) or (800)366-2661 for further information.



# FLOTILLA 14-1 MEETING

**October 1, 2009  
1900**

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

*NASSAU SOUNDINGS is published at no expense to the government. Cost of its publication is borne by the dues paying members of Flotilla 14-1 of the 7<sup>th</sup> District U.S. Coast Guard*

***PRIVACY ACT:** 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.*

DEPARTMENT OF HOMELAND SECURITY  
U.S. COAST GUARD AUXILIARY  
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FERNANDINA BEACH FL 32034

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OFFICIAL BUSINESS