

The Signal Bridge



Department of Homeland Security
United States Coast Guard

United States Coast Guard Auxiliary
Seventh District, Division Fourteen

Flotilla 14-2, Arlington, Jacksonville, FL

Vol. XXXIV No. 8.1

August 2010

**Next Meeting: Tuesday 03 August, 2010 at 1900 hours,
Civil Air Patrol Building, Craig Air Field**

FLOTILLA BRIDGE AND STAFF 2010

Bridge

Flotilla Commander (FC)

Bill Sekeres

Flotilla Vice commander (VFC)

Chuck Hayes

Immediate Past Flotilla Commander (IPFC)

Scott Thomas

Flotilla Staff Officers

Aids to Navigation (AN)

Chuck Farmer

Operations (OP)

Derek Lloyd

Communications (CM)

Tom Leroy

Public Affairs/Marketing (PA)

Mark Henricks

Communication Services (CS)

Jesse Stevens

Publications (PB)

Bill Sekeres

Finance (FN)

Jeff Regan

Public Education (PE)

Bill Sekeres

Information Systems (IS)

Jesse Stevens

Personnel Services (PS)

Kirk Altman

Materials (MA)

Donna Finch-Thomas

Program Visitor (PV)

Scott Thomas

Marine Safety (MS)

Mickey Burney

Secretary Records (SR)

Rick Colado

Member Training (MT)

Charles Hayes

Vessel Examinations (VE)

Phil Tallon

Flotilla 14-2 Mission Statement

United States Coast Guard Auxiliary Flotilla 14-2 - Arlington – shall create a well-trained and motivated membership with the purpose of providing safe boating education and awareness to the public. In addition, it is our purpose to act as a direct support and force-multiplier for the United States Coast Guard missions.

There is nothing so likely to produce peace as to be well prepared to meet the enemy.

George Washington

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Flotilla 14-2 “Comes to the Rescue” of Jacksonville Rowing Club



On July 10, 2010 under the direction of Flotilla Commander, Bill Sekeres, members of USCG Aux 14-2 gave over 25 PFDs to the youth group of Jacksonville Rowing Club in Jacksonville Fl. The club is located on the Arlington River near downtown Jacksonville. It is a 501C charity organization open to middle and high school students. Instruction includes everything from teaching kids basic rowing, to preparing advance students who enter rowing competitions.

Seen left to right in the photo are Chuck Hayes, VFC, and Scott Thomas, IPFC, along with some of the members of the Jacksonville Rowing Club with the adult staff.

The PFD request began with Shari Mattie, JRC Parent Booster, contacting the USCG Station Mayport Operations Petty Officer Erik Hayes, who forwarded the request through the ‘Chain of Leadership’ to Jesse Stevens USCG Aux Division 14 Commander. Shari Mattie (JRC Parent Booster) was very appreciative of the PFDs, whistles and safe boating information. We were invited back in the fall during rowing season. USCG Aux members present from 14-2 were Chuck Hayes, Flotilla Vice Commander and Scott Thomas, Immediate Past Flotilla Commander. Both Chuck and Scott discussed with the students the importance of boating safety. Special thanks also go to Boat US for donating some of the PFDs. The picture was taken by a member of the Jacksonville rowing Club. On the left side is Chuck Hayes, VFC and Scott Thomas, IPFC and some of the members of the Jacksonville Rowing Club with the adult staff.

Article submitted by Scott Thomas, IPFC

FROM THE PILOT HOUSE

If anyone has ever thought the Coast Guard Auxiliary doesn’t have important things to do then they have not read our Mission Statement or seen the statistics shown below. For the past several months I moved our mission statement to the last page of The Signal Bridge for editing purposes; never again. Our mission statement needs to be “front and center”, and highlighted, so that all readers know we take its precepts (a rule or principle for action) seriously.

Bob Strong, SO-PE forwarded the following statistics along with associated stories. The tragedy within the numbers is that so much of the underlying sadness could have been avoided. I’ve included one of the stories I received because of the last line alone; what a shame.

Sent: 7/30/2010 1:06:08 P.M. Eastern Daylight Time
Subj: Lake County Boating Fatality

On July 24, 2010, at approximately 5:10 p.m., three friends were out boating on the Dora canal in Lake Harris near Tavares. Jerry Reyes (51) jumped in to swim. After a few minutes, Hector Reyes, noticed that his brother was having trouble swimming and jumped in the water to assist. The boat operator, Richard E. Cronister (60) maneuvered the pontoon boat toward the brothers, shut the motor off and also dove in to assist. Hector saw his brother go under the water, then resurface face down, unresponsive. Before Hector could get to Jerry, he went under again and did not resurface. Hector never saw Cronister surface after entering the water. The victims, who were not wearing life jackets, have not been recovered.

Boating Fatalities to date: 42

Drowning 27- Trauma 10

5 pending autopsy results

38 males, 5 females

36 single vessel accidents

3 accidents involving 2 or more vessels

Comparison to 2009: By this date in 2009, 39 fatalities had occurred.

As we conduct our Auxiliary "normal routine", let's remember that when tragedy strikes- nothing from then on, for the families, is ever normal again.

Bill Sekeres, FC

Flotilla Reports

INFORMATION SERVICES

We are running a little behind with hours reported as compared to last year. We will need to have more than 1700 hours by the end of the year to equal 2009. I would really like to see us improve our performance over last year but the only way we can do that is with input from the members.

Please, take a few minutes to report your activities to me. I am sure there is a lot of time being committed to Auxiliary duties that I am not getting reports for. If, for any reason, you cannot figure out how to report or how to fill out a form, please, contact me by phone or e-mail and I will be glad to help get you through whatever problem you have.

Jesse Stevens, FSO-IS

FROM THE MARINE SAFETY SHOP

1. VESSEL SEWAGE NO DISCHARGE ZONES (NDZ), OR, USING YOUR HEAD TO PROTECT THE ENVIRONMENT.

They are becoming very common and they can be found in 21 states. 7 states have nearly all of their waterways so classified. The EPA lists the NDZ's at www.epa.gov/owow/oceans/regulatory/vesselsewage/. The authority for this is in Section 312 of the Clean Water Act. (section 1322 of title 33 US Code.) States apply to the EPA for a body of water or all its water within the states jurisdiction to be so classified. Reasons vary, and include protection of aquatic habitats, enhancement of the quality of the water, providing a commercial source of income and safeguarding human health by protecting drinking water.

Federal prosecutors charged several passenger vessel operators with deliberately discharging untreated sewage into Northeastern waters. The fines were from \$200,000 to \$300,000, and taking out ads of apology in the local newspapers and 30 days in jail.

2. U.S. CUSTOMS LOCAL BOATER OPTION

The SVRS (small vessel reporting system) has a new program. It is a web based tool to record and update international travel by filing a float plan. Effective May 1st you can access and file by visiting www.cbp.gov under the tab Travel. Call 800 432 1216 with any questions.

3. ADRIFT IN FOG

5:25 AM July 12, 2001 the 151' towboat Elaine G pushing 14 hopper barges was traveling on the Ohio River. A call for help was heard by the captain and crew. The captain and crew of the 998' tow looked for a boat or people, but they found nothing. Six days later a 17' rec boat was recovered along with a dog and SIX people. No one was wearing life preservers. Investigators determined the following items contributed to the tragedy:

A. The rec boat had no navigation lights on at the time of the collision and did not have a white stern light mounted. B. No fog signal and no horn were used. 3. The boat was extremely overloaded. C. The boat was drifting because the anchor was not used. 5. All six passengers had narcotics and alcohol in their blood. D. The men had been out all night fishing and fatigue was a factor. 7. The accident was considered survivable had they been wearing life preservers. 8. Several rules of the road were broken.

Rule 9b- a vessel less than 20 meters shall not impede a vessel that can only safely navigate within the confines of a narrow channel.

Rule 23c- Shall exhibit a white light and sidelights. (Red/Green)

Rule 35b Shall sound 2 prolonged blasts in restricted visibility.

4. GRIDCOOLERS

The Gridcooler or Keel cooler is a heat exchanger fastened to the outside of the hull and hot fresh engine water runs thru it. The passing Sea Water cools this water as it returns to the engine. This eliminates salt, silt and sand deposits you would get from Raw Water. One early disadvantage was that it created a drag on the hull but better designs now prevent this. The Gridcooler eliminates the sea water pump, strainer, scoop and sea valve. www.timcomarine.com 800 896 3227.

5. KORT NOZZLE

The Kort Nozzle encircles the propeller, is shaped like a foil and provides more efficient power (greater thrust) at low speeds. Invented by Ludwig Kort in 1930, it was originally called an accelerating nozzle. Tugboats are the most common vessels using these. They lose effectiveness over 10 knots but provide greater power when needed such as for ship docking. The nozzle may be fixed with a rudder mounted to control the vessels steering.

6. FLORIDA YACHT DEFINITION AND TAX HELP-

Florida Statue- 326.002(4) Over 32 feet and less than 300 gross tons, MARCH 2010: To help the Fl. yacht industry the state has capped the standard 6% yacht tax at \$18,000. So now is your chance to buy a million dollar yacht and save over \$40,000 in tax. The first \$300,000 is taxable. The rest of the payment is tax free.

7. ULTRA LOW SULFUR DIESEL FUEL

The EPA has changed the type of fuel that Non-Highway diesel engines need to use. ULSD (Ultra Low Sulfur Diesel) has only 15 ppm of sulfur. The LSD (Low Sulfur Diesel) previously used had 500 ppm. The ULSD fuel produces fewer emissions which provide cleaner air but it has less lubricating ability, more microbiological growth (bacteria) and leaves more deposits in the fuel injectors which would need to be flushed and cleaned more often.

8. ELECTRONICALLY CONTROLLED DIESEL ENGINES

A USCG Marine Inspector issued a requirement to a tank barge company to stop using its Diesel Pump Engines. This MSIB (Marine Safety Info Bulletin) came out in Nov 2005. The reason? It was a new electronically controlled engine. What is wrong with that? It is called Class 1 Division 1 or Class 1 Div 1 for short. Subchapter J in 46CFR states engines in US vessels that operate in an explosive (combustible or flammable) atmosphere such as on a tank barge with a liquid cargo that has a flash point under 140 degrees must meet Class 1 Div 1 requirements if they are within a radius of 10' of a cargo vent, pipe flange, valve or ullage opening.

Class 1- Flammable vapors present

Class 2- Dust present

Class 3- Fibers present

Division 1- Normal Operation

Division 2- Containers that may leak or rupture

The electronically controlled engines have wiring harness's that can emit sparks. This could cause an explosion, where the older manual type engines did not have a wiring harness, it was all mechanical. Some Engine Manufacturers (John Deere) have kits that can be retrofitted to bring these engines into compliance.

9. FEDERAL REGISTER PROPOSED CHANGE

07May2010 Proposed Changes to 33CFR 173, 174, 181 and 187

The USCG wants to amend the rules requiring states when it comes to numbering, types of vessels, accident reports and HIN numbers. Not all states process it the same way and the USCG is required to have a computer database called BARD (Boating Accident Report Database) and a VIS (Vessel Identification System). Inflatables, houseboats, paddlecraft, pontoons, etc must be identified and not just listed as "Motorboat". HIN numbers and Registration information must be done the same throughout the states. PII (Person ID Info) and the SNS (State Numbering System) should be the same as well. When this proposal takes effect, then all the states will be consistent with each other.

10. CUBAN MARINAS

Anticipating the end of the travel ban to Cuba, Marinas are gearing up for a large amount of U.S. vessels heading that way. One estimate is 60,000 vessels in the first year post-embargo. Varadero is Cuba's version of Cape Cod, NJ shore and the Fl Keys all rolled into one. Cuba's marinas are expanding the amount of slips and size of vessels they can provide

for. There is already a SEATOW franchise in place.

11. GETTING MAIL DELIVERED TO YOUR BOAT

Transient Cruisers who seldom stay in port more than a few days can receive U.S. Mail at several locations. The package or letter needs to be addressed the following way:

Your Name

Boat Name

General Delivery

City, State, Zip Code

Hold for Arrival printed on both sides.

The Post Office will generally hold these for 10 days.

12. CONVERTING LORAN TD TO GPS

Loran C TD (Time/Distance) can be converted to GPS readings by a computer program. Divers and Fisherman who have used the Loran C system will still have the locations they have used before. www.Andren.com, 321 725 3435, sells a program that works with most computer systems. It is called ANDREN LORAN GPS PROGRAM. It will print a book of listings. Those with Garmin brand GPS's also have a way to use Loran C positions. It's called Garmin Loran TD Position Handbook. www.Garmin.com.

The Handbook explains you must input a Loran position and have it come out as a GPS location.

NEW PRODUCTS:

A. Put an Antique (Patina) Finish on Copper, Brass or Bronze. www.shorinternational.com. 914 667 1100

B. Do you have too many keys? This padlock or trailer hitch lock can be programmed to operate with your vehicles key. www.boltlock.com. 414 247 3385

C. Authentic Marine Collectibles www.martifacts.com. 904 645 0150

D. Safer Shore Power Plugs- www.smartplug.com. 206 285 2990

E. Storm Detector Weather Monitors- handheld, belt pouch, 9 volt battery or 120 volt, detect thunderstorms and lightning. www.LSS.com. 800 356 0783

F. Magnetic Attachment Portlight covers www.portlightcovers.com. 561 705 4225

G. Make Stainless Steel Sparkle www.spotlessstainless.com. 919 617 1409

H. Poor Visibility Thru the Windows www.seaviewinsert.com. 281 841 2501

Mickey Burney, FSO-MA

FROM THE CHART HOUSE

Hurricane Season began 1 June 2010. Plan for possible evacuation...protection of your home and business, where to go, and notification of family members. Set up an out-of-area contact person. Notify the FC & VFC if you will be out of the area.

During the course of Flotilla 14-2 patrols, observe all aids to navigation, ATON and PATON. There are areas that need attention regarding PATONS. Where the opportunity presents itself, please do a check on these aids to verify they are operational.

U. S. Gypsum Pier, St. Johns River near Trout River intersection; check for flashing pier lights and check the Dolphin Obstruction lights on either side of the dolphin on the north side of the facility for color and sequence.

Need to check your GPS accuracy? There is an **NGS benchmark** near the SE corner of the intersection of Milton Drive with Heckscher Drive at the base of a utility pole. There is a witness post adjacent to the utility pole and benchmark. The location of the benchmark is 30 deg. 23' 54.0"N and 081 deg. 29' 39.0"W.

Except where noted, the information listed below has been taken from the Seventh District Local Notices to Mariners, Weekly editions through 10-20 through 10-30.

General Information

- The Coast Guard is conducting a Waterway Analysis and Management Study [WAMS] of the St. Marys, Kings Bay, and the Amelia River Main Ship Channel, beginning 1 Jun 2010 running through 31 Aug 2010. A user survey form may be used for comments, or contact CWO3 Steven McDonnell at Sector Jacksonville. LNTM 10-22.
- **A new Chart 11491 [St. Johns River – Atlantic Ocean to Jacksonville] has been issued. Edition 37 has been issued with a date of 1 May 2010. Prior editions are obsolete and should not be used for navigation. [LNTM 10-20].**
- USCG has advised that the automatic switching feature of some VHF-FM radios with digital selective calling (DCS) may create an unintended hazard by automatically shifting from a working channel in use to Channel 16 when the radio received a

DCS distress alert. This could cause a hazard by causing the operator to transmit on Channel 16 while thinking the transmission was on a working channel. The Coast Guard recommends disabling the automatic channel switching feature when maintaining a listening watch or communications on the bridge-to-bridge radiotelephone or Vessel Traffic Services [VTS] channel. Radios that lack the disabling feature should not be used for bridge-to-bridge or VTS communications. Further info available from <http://www.navcen.uscg.gov/marcomms/gmdss/dcs.htm>; LNTM 10-16.

- A new edition of Coast Pilot 4 is scheduled for publication in September 2010. [US Coast Pilot – Record of Changes 9 Apr 2010]
- **The May 2010 edition of Coast Pilot 5 is available at <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>.**
- An up-dated NAVRULES may be down-loaded at no cost from <http://www.navcen.gov/mwv/navrules/download.htm>. LNTM 09-44.
- 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).
- Shoaling has been reported on the East side of the ICW in the vicinity of Sawpit Creek Light 49 (LLNR 38190), Temporary Buoy 49A, TRUB, has been placed to mark the best water, LNTM 10-20.

Status of Charts (<http://chartmaker.ncd.noaa.gov/mcd/dole.htm>)

<u>Chart Nr.</u>	<u>Chart Title</u>	<u>Ed/Date</u>	<u>LNTM</u>
11488	Amelia Island to St. Augustine	26/Dec 06	10-29
11489	ICW – St. Simons Island to Tolomato River	38/Jan 09	10-30
11490	Approaches to St. Johns River; St. Johns River Entrance	19/Dec 06	10-29
11491	St. Johns River – Atlantic Ocean to Jacksonville	37/May 10	10-29
11492	St. Johns River – Jacksonville To Racy Point	21/Jul 06	09-31
11503	St. Marys Entrance – Cumberland Sound and Kings Bay	42/Jan 07	10-28

Discrepant ATONS

- Mill Cove Daybeacon 20 (LLNR 7393), improper characteristics, LNTM 09-24.
- Blount Island Wharf Southeast Light (LLNR 7420), Light has improper characteristics, LNTM 09-24. [Light also has possible LL3 location error] [*Reported as Watching Properly in LNTM 10-14.*]
- Blount Island Wharf Northeast Light (LLNR 7435), Light has improper characteristics, LNTM 09-24. [Possible LL3 location error.] [*Reported as Watching Properly in LNTM 10-14.*]
- Trapac Turning Basin Buoy B (LLNR 7461), Off Station, LNTM 10-22.
- **Dunn Creek Lighted Buoy 57 (LLNR 7495), reduced intensity, LNTM 10-30.**
- **Trout River Range Rear Light (LLNR 7535), structure damaged, LNTM 10-29.**
- Trout River Daybeacon 3 (LLNR 7555), Daybeacon damaged, LNTM 10-20.
- Chaseville Middle Ground Shoal Daybeacon N (LLNR 7595), missing/TRLB, LNTM 10-17.
- Piney Point Light 7 (LLNR 7760), TRLB, Structure Destroyed, LNTM 10-13.
- Gunnison Cut Light 65 (LLNR 38235), TRLB, Daybeacon destroyed, LNTM 10-20.

Previously reported discrepant, now reported Watching Properly

- St. Johns Lighted Buoy STJ (LLNR 570/7110), LNTM 10-26.
- Trout River Range Front Light (LLNR 7530), LNTM 10-30.
- Dames Point Cutoff Range Front Light (LLNR 7375), LNTM 10-15.
- Commodore Point Lighted Buoy 82 (LLNR 7665), LNTM 10-26.
- Ragged Point Light 13 (LLNR 7850.1), LNTM 10-24.

Changes to ATONs (since promulgation of the 2010 edition of Light List 3)

- St. Marys Entrance Buoys 8 through 19 (LLNRs 6560-6635), temporarily relocated for dredging, LNTM 10-03.
- Coast Guard Mooring Buoy SM (LLNR 6727), location 30 deg. 42' 57.600"N and 081 deg. 28' 49.200"W, a white can with blue stripes and labeled "CG", LNTM 09-41. [Name change, adding "SM" in LNTM 10-02.]
- **St. Johns River Lighted Buoy 7 (LLNR 7145), returned after dredging to 30 deg. 23' 54.338"N and 081 deg. 23' 04.483"W, LNTM 10-29.**
- **St. Johns River Lighted Buoy 10 (LLNR 7190), returned to assigned position, 30 deg. 24' 08.95"N and 081 deg. 24' 07.369"W, LNTM 10-27.**
- **St. Johns River Lighted Buoy 11 (LLNR 7195), returned to assigned position, 30 deg. 24' 06.474"W, LNTM 10-27.**

- Atlantic Dry Dock E Pier Light (LLNR 7293), added characteristics – Fl W 4s, LNTM 10-05.
- Atlantic Dry Dock West Pier Light (LLNR 7293.5), added characteristics – Fl W 6s, LNTM 10-05.
- St. Johns River Lighted Buoy 7 (LLNR 7145), relocated for dredging to 30 deg. 23' 52.234"N and 081 deg. 23' 01.422"W, LNTM 10-04.
- **Sherman Cut Lighted Buoy 18 (LLNR 7250), returned to assigned position, 30 deg. 23' 15.394"N N and 081 deg. 26' 18.913"W, LNTM 10-27.**
- **Sherman Cut Lighted Buoy 20 (LLNR 7255), returned to assigned position, 30 deg. 23' 03.545"N and 081 deg. 26' 31.104"W, LNTM 10-27.**
- Trapac Turning Basin Buoy B (LLNR 7461) [PATON], temporarily relocated for dredging to 30 deg. 23' 32.598"N and 081 deg. 34' 17.966"W, LNTM 10-23.
- Trapac Turning Basin Buoy C (LLNR 7463) [PATON], discontinued, LNTM 10-22.
- BP Terminal Pier West Obstruction Light (LLNR 7497), added characteristics – Fl W 2.5s, LNTM 10-05.
- BP Terminal Pier East Obstruction Light (LLNR 7497.5), added characteristics – Fl W 2.5s, LNTM 10-05.
- Trout River Cut Lighted Buoy 63 (LLNR 7540), temporarily relocated for dredging, LNTM 09-42.
- Trout River Cut Lighted Buoy 64 (LLNR 7545), temporarily relocated for dredging, LNTM 09-42.
- Long Branch Lighted Buoy 69 (LLNR 7575), relocated to 30* 22' 44.338"N and 081* 37' 41.191"W, LNTM 10-17.
- Long Branch Lighted Buoy 71 (LLNR 7590), relocated to 30* 22' 21.496"N and 081* 37' 37.245"W, LNTM 10-17.
- Amelia River Lighted Buoy 1 (LLNR 7050/37930), relocated to 30 deg 42' 16.664"N and 81 deg. 27' 39.880"W, LNTM 10-20.
- Sawpit Creek Buoy 49A (no LLNR), TRUB, temporarily added at 30 deg. 30' 14.044"N and 081 deg. 28' 14.237"W, due to shoaling, LNTM 10-20.

Bridges and Bridgeworks

- **Heckscher Drive bridge over Shad Creek – Being replaced with a new bridge having ten feet vertical and 48 feet horizontal clearance, ETC Oct 2010, LNTM 10-29.**
- **Heckscher Drive bridge over Dunn Creek – Being replaced with a new bridge having 20 feet vertical and 50 feet horizontal clearance, ETC July 2011, LNTM 10-29.**
- **Heckscher Drive bridge over the Broward River – Being replaced with a new bridge having 20 feet vertical and 50 feet horizontal clearance, ETC July 2011, LNTM 10-29.**
- **The Heckscher Drive Bridge over the ICW at Sisters Creek will be on half hour single leaf operation on 10, 12 and 19 August 2010 from 0700 to 1900. Vertical clearance will be reduced by 13.5 feet during single-leaf operation. Night-time closures of the bascule span are expected for 1-2 weeks in October 2010. ETC Apr 2011. LNTM 10-30.**
- Bridge of Lions (St. Augustine) – Removal of the temporary bridge will continue; work is out of the channel. ETC Aug 2010. See LNTM 10-20.
- Hart Bridge (SR 228/US 1A) – Painting beginning 2 Mar 2009, continuing through Nov 2010. Vertical clearance will be reduced by five feet; safety boat present.
- Doctors Lake Inlet Bridge (Orange Park/Clay County) – Repairs continuing through November 2010. Work on the fender system may result in the channel under the bridge being closed or restricted during daylight hours. LNTM 10-28.
- SR 21 Bridge over North Fork of Black Creek (Clay County) – Bridge replacement; ETC August 2010 The CR 209 Bridge over Black Creek at Rideout, FL is being replaced; ETC Nov 2011; LNTM 09-46.
- Fender replacement on the J. Turner Butler Bridge over Pablo Creek begins 18 Jan 2010, with an ETC of 2 Aug 2010; LNTM 10-11.
- Repairs and painting on the Crescent Beach Bridge over the ICW in St. Johns County, from 10 Feb 2010, with ETC 30 Dec 2010 between 0700 and 1700 hours, will have single-leaf openings with double-leaf opening on three hours notice; no closures but clearance reduced about five feet; LNTM 10-02.

Dredging –

- Great Lakes Dredging and Drydock will begin dredging on 16 April 2010 on the White Shells Cut – Fulton Cutoff area of the St. Johns River, using the dredge LIBERTY ISLAND. Spoil will be dumped on Buck Island thru submerged pipelines. Support equipment and extra pipelines will be staged in the St. Johns River and North Cut Channel on the west side of Blount Island. ETD Oct 2010. LNTM 10-15.
- Dredge BECHTOLT will be dredging in the Dames Point turning basin in the vicinity of the TRAPAC buoys, from 20 May to 4 June 2010. LNTM 10-21. *[Still listed in LNTM 10-30.]*
- Dredge CHEROKEE will be working the ICW from the Naval Submarine Base, Kings Bay, to Drum Point Island beginning 21 June and continuing until about 1 November 2010. LNTM 10-24.

Chuck Farmer, FSO-NS

OPERATIONS

Our Auxiliary Liaison Officer to the Coast Guard sent the following to me as FSO-OP:

Recently there have been a number of requests to hold coxswain training classes from current crew and for existing coxswains who want a refresher as preparation for Operational Excellence. In response to that request we will hold, on a Division wide basis, a series of shore side training classes. Classes will begin sometime in September while drawing upon instructors from Station Mayport and our flotillas.

Because participants will come from all parts of the Division, class locations will vary to minimize inconvenience to those who otherwise would travel great distances. Most likely venues will be the Capt's Club, Sector Jacksonville, Stellar Bldg, and the 14-05 trailer in Green Cove. I expect the classes will be during the week, in the evening, and approximately every other week. An agenda of covered material and pre-work will be developed over the next several weeks.

The ICS 200 and 800 courses should be completed before attending the classes. ICS 210 and NAVRULES completion can be obtained later.

Please contact your current crew members for interest and pass on to me by 14Aug, the names of those committed to attend.

Should you wish to attend these classes, forward your request to me by 09 AUG so I can then forward it by the 14 AUG deadline mentioned above.

Derek Lloyd, FSO-OP

PUBLIC AFFAIRS

Ralph Little, 14-8, e-mailed that they cannot assume responsibility for the NAS air show display in September. It looks like 14-2 will have to step up and do it.

I will see what Mike Hulme @ Station Mayport has to say about gold side planning.

I want to remind you that we have an "ongoing" Public Affairs newsletter at:

<https://sites.google.com/site/publicaffairs142> .

Public Education

Our July Safe Boating class had four students, down considerably from the sixteen students we had at the June class. At our last flotilla meeting Scott Thomas told us about the hearty reception he received at I called Morningside Marina to see if 14-2 could use their marina to tell their boaters about our upcoming classes. I called the manager who showed sincere enthusiasm to have us there to distribute, hand to hand, Safe Boating materials and our ABS class schedule.

He and I are to communicate next week to set a course of action. Wouldn't it be nice to have an overflow crowd?

Bill Sekeres, FSO-PE

VESSEL EXAMINATIONS

July Activity

VSCs were completed on July 4th Weekend and one other weekend bringing our annual total to 183, which ranks us 2nd in the Division compared to other flotillas.

August and September Plans

As result of July 20th Sector Meeting with Captain Blomme, we were requested to assist 14-1 and 14-4 as part of a Sector VE Surge at their ramps on 28 and 29 August, with 6 of our 8 VEs volunteering for this. We will also be conducting our own part of this on Labor Day weekend at our Arlington Ramps and the Landing.

Mid-Year Review of 2010 VE Management Plan

At the July 6, 2010, Staff Meeting, the following Mid-Year review of our 2010 VE Management/Operating Plan was presented and discussed, with a proposal by VFC Chuck Hayes and Claude Farmer that we add monthly scheduled VSC events at marinas both in and outside our AOR.

VE Program Priorities and Goals for 2010

1. At least one weekend VSC Event each month from April through November, to include each VE for at least 4 hours each at 14-2 AOR sites (ramps, marinas, etc.), to be scheduled at the previous month's SO Meeting. This should enable us to have each VE achieve sufficient VSCs (20 to 25 or more) for individual Division awards and 1st place Division 14 Flotilla Award.
 - *April none, May two NSBW weekends/two days each four 14-2 VEs in our AOR Arlington and Downtown Jax. and other VEs at other locations, June none, July 4th weekend three days with two 14-2 VEs in Arlington.*
 - *Not scheduled at previous months Staff Meetings.*
 - *On schedule for 20/25 VSCS most VEs.*
 - *1st Place for Division Annual Total and individual or average per VE end of year doubtful*
2. VSC Events for each Sat. and Sun during two NSBW weekends, with all 14-2 AOR sites covered by all 14-2 VEs for at least 4 hours each with at least two on duty at the same time each location. This should enable us to achieve the Division award for most NSBW VSCs.
 - *NSBW weekends accomplished for 14-2 AOR locations except Arlington Road Ramp and Marina.*
 - *We were probably below other flotillas, especially if 14-5's 150 abbreviated VSCS were counted in Division totals.*
3. Establish special VSC events for boating organizations, yacht clubs, neighborhood and development organizations as requested.
 - *Not achieved, except possibly by Bill at his Fleming Island work location.*
4. Maintain a VE presence and exhibits at organized safe boating events such as Boat shows.
 - *Achieved*
5. Maintain and increase the number of qualified VEs, currently 7, by two or three if possible. This includes trainee mentoring and help preparing for VE exam and completing required 5 supervised VSCs to become fully qualified.
 - *One additional VE for a total of 8 to -date.*

6. Coordinate, support, and utilize the support of other Flotilla FSO program area functions including:

- PV/MDV - PVs not conducting VSCS provide safe boating information material and displays at VSC special event sites. Conversely, VEs support PV/MDV program by assisting with information about VSCs at Marine Dealer, marina, and other PV sites and events.

Limited to VEs who were also MDVs and not achieved at 14-2 AOR VE Blitz weekend events.

- PA - Coordinate VSC events with PA to provide public notice of them, including those in conjunction with larger events like boat shows, particularly for NSBW.

No PA public notice for 14-2 AOR VSC Blitz events.

- MT - Keep Mt advised of members needing training for VE exams and provide training and mentoring through experienced VEs and those who most recently passed test. Provide practical training for VE events, etc., at Flotilla Meetings early in the year (Feb - April).

Practical training one-on one provided for one new VE (Tom Leroy) at VFC Event and Facility Inspection site, but none at Meetings.

- MAT - Obtain needed decals, forms, and pamphlets for VSC program and special events in sufficient time and quantities to maintain suitable inventory through and after NSBW.

Very successful due to efforts of FSO-MA who ordered needed forms and decals well ahead of tim.

- PE - Obtain and provide PEC schedules and requests for classes at VSC events with FSO-PE.

Accomplished - Information provided during VSCs at weekend events.

- IS - Promptly submit 7038s to FSO-IS, particularly after NSBW, to obtain credit for VSCs completed in AUXDATA and AUXMIS before the end of each month, with copies to FSO-VE from VE and/or FSO-IS to FSO-VE when submitted.

Consistently accomplished although sometimes not submitted to FSO-IS on timely basis.

- OP - Coordinate VE events with FSO-OP to avoid conflicting OP training and patrol dates for VEs who are also Crew and Cox needed for Ops.

Nothing special done due to limited patrol activity on VSC weekend events.

- PS - Coordinate recruiting and qualification activities for new members interested in VE program as noted during VSCs, particularly during NSBW and at VE events.

Limited to discussions with boaters during VSCs.

- MS - Coordinate information provided by MS with that available for VEs from VE website and internal correspondence through VE chain of command.

No significant information applicable to conducting VSCs from MS, compared to that available from other sources above.

- NS - Coordinate updating of public and private ATONS with FSO-NS for changes noted at ramps, marinas, etc., during VSC events and provide updated ATON information to boaters at such events as needed.

Only for Mill Cove Day Markers.

Phil Tallon, FSO-VE

FLOTILLA MEETING MINUTES

U.S. Coast Guard Auxiliary

Flotilla 14-2

Subject: Report on 01 June 2010 Meeting

Meeting was called to order at 1902 hours with a quorum present. The Pledge of Allegiance was led by Chuck Farmer followed by an invocation by Noble Staples. The guest, Vice Commander David Green, was introduced to the flotilla members present. The May minutes as published in the Signal Bridge were approved.

Notes from the Flotilla Commander: Today is the start of hurricane season and the Commander must be notified if you leave the area. The Coast Guard needs to know you are safe and your location.

Reports were made by the staff officers as follows:

1. Finance – Finance Officer Jeff Regan reported we have an ending balance of \$3608.97.
2. Member Training – Commander Sekeres gave uniform instructions at the end of the meeting.
3. Navigation Service – Navigation Service Officer Chuck Farmer reported on buoys and the St. Johns River closing.
4. Operations – Operations Officer Derek Lloyd stressed teamwork.
5. Public Affairs – Public Affairs Officer Mark Hendricks reviewed upcoming events, but said that the main focus is Alcohol Awareness.
6. Vessel Examination Officer – Phil Tallon reported over 80 vessel inspections have been completed.

New Business:

Vice Commander David Green and Flotilla Commander Bill Sekeres gave awards to Jeff Regan and Scott Thomas and inducted Scott Thomas into the. Division Honor Guard.

Social Activities for the next three months are:

June – O’Charlie’s

July – Billy’s Boathouse

August – St. Johns Seafood on Merrill Ave.

Flotilla Commander Bill Sekeres gave a 30 minute instruction on uniforms.

Meeting was adjourned at 2010 hours.

Richard Colado, FSO-PB

CALENDAR

August

- 03 Flotilla Meeting, CAP Building, Craig Air Field, 1900 hours.
- 04 Chartering Ceremony, 14-5, Green Cove Springs
- 09 Ribbon cutting ceremony in Welaka.
- 14 Deadline to let Derek Lloyd, FSO-OP know of intention to attend Coxswain classes.
- 17 Flotilla social, St. Johns Seafood, Merrill Rd.
- 26-29 Auxiliary National Convention
- 28-29 Joint VE "Surge" with 14-4, 14-1 and Coast Guard.

Disclaimers

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DEPARTMENT OF HOMELAND SECURITY

United States Coast Guard

Coast Guard Auxiliary

Flotilla 14-2, 7th District

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