

September 2009

## HIGHLIGHTS FROM OUR SEPTEMBER MEETING



In celebration of Flotilla 11-05's Tenth Anniversary, Novella Duke built a great Anniversary cake. She also prepared goodies for snacks as well.

Below: Betsy Woods from Tennessee Wildlife Resources Agency cuts the first piece of cake for our celebration. (FC waiting to put on a few MORE pounds)



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FLOTILLA 11-05

DOCKSIDE



# From The Helm

## SPOOLING DOWN

A rather strange title for an article, wouldn't you say? However, for most of you that have been in the aviation industry, whether it be military or civilian, you may recognize this as a phrase to describe an aircraft jet engine shutting down. Whether it be from a normal shutdown or a flame-out, which is a mechanical malfunction, the results are the same. As the engine "spools down" you notice a steady loss of noise from the engine. Once the engine shuts down, there is a deafening quite for a moment. How does this factor in to this article?

Every year in the Auxiliary, during the first month or so, we have a flurry of activities going on, Boat Shows, Change of Watch, "spooling up" for the Public Affairs, Ramp Days, Program Visits, Patrols, and boating safety classes and events for the year. We are in a high "Ops Tempo", another military term we used to use to describe our state of readiness. We are in such a bustle of getting things ready for the coming boating season that we are at fever pitch.

The coming year will be no different, but for the rest of this year, we are "spooling down", so to speak. Our missions in the field, whether it be patrols, VE's, PV's and classes and Public Affairs events, are coming to a close for the Winter. Even though we are "winterizing" our work, we need to be preparing for the following year.

At the October Division meeting, we will be electing a new Division Commander and Division Vice-Commander. You are all invited naturally for this event. This will take place at the same church where we meet for our flotilla meetings. The date is October 6th and the time is seven p.m. If you can be there, please do. The requirements for Division Commander and Division Vice Commander are listed in an article in the Division newsletter, Flotsam and Jetsam that you will be receiving soon in an electronic copy, if not, let me know and I will get that to you as well. The issue will be the Third Quarter Issue.

At our November flotilla meeting on November 12th at seven p.m. in the same location, we, the members of Flotilla 11-05 will be electing new leadership for the coming year. The offices of Flotilla Commander and Flotilla Vice Commander will be filled. The requirements for these offices will be listed in Flotsam and Jetsam as well. Please look this issue of F & J over and see the requirements. If you would like to be considered, please contact myself or Bruce Anstey. Bruce is the Election Committee this year for the flotilla. This being my second year as FC I cannot run again, so you will be filling these positions with new ideas and attitudes. I will be still around as Immediate Past Flotilla Commander (IPFC) to offer assistance to our new Elected Officers and Staff.

In the past couple of years we have had a very large membership growth in our flotilla. We started at eighteen members at the end of the year prior to my taking the helm of the flotilla. Unfortunately I had to have three members removed from the rolls for non-payment of yearly dues. So, starting a year ago last January, we started with fifteen members on the roll. We have grown to thirty-four members now and two more with paperwork being processed. I would say that speaks volumes for our flotilla. Unfortunately, attrition will take its toll again this year. We will not wind up with this many members due to various reasons.

On the subject of Staff Officers, due to the rapid growth of the flotilla and the lack at the time of qualified folks to take the FSO positions, several of us have had to double up on FSO jobs. This deteriorates the abilities of anyone having to do more than one or two positions and the offices suffer in this. So, what I am doing is calling on each and every one of you that reads this to consider stepping up and volunteering to fill a staff office. The list of offices that are required, and those that are optional for the operation of the flotilla are listed in your Auxiliary Manual. If you do not have a copy of this, please let me know and I will furnish you with a copy. We need Staff Officers that are ready to do the work of the office. So, please, after the elections for the flotilla, contact your new FC and VFC and let them know you are interested in filling a position that you feel you can do a good job on. Here again, you will not be "thrown to the lions" in your FSO position. There is plenty of guidance available as well as plenty of experience in all these offices to help you through your learning curve.

Everyone please consider what it takes to have a viable functional flotilla. It takes a little bit of "elbow grease" a bit of determination, and a desire to make a difference. Each and every one of you CAN make a difference. You CAN be a part of a moving and shaking organization, and you CAN help save lives. Do your part. Volunteer.

Thanks,

Randy



## WINTERIZING IS UPON US

Unfortunately that time of year when we must put our boats away is just around the corner so I wanted to bring you a few tips on winterizing your boat. Last year a good friend of mine didn't winterize his boat, and that nearly resulted in complete and utterly depressing disaster for his boat. As you can imagine he was very upset; and although it could have been much worse, he got lucky he didn't lose his engines. Being so, he still had to spend a lot of money and time repairing water pipes and damages to his houseboat caused by the ruptured pipes including replacing the toilet.

All of this could have been avoided by taking a few steps to insure his boat was ready for the cold temperatures we experience here in Tennessee in the wintertime. I am going to list only a few precautions here, I *strongly* recommend consulting a pro-winterizer! If you love your boat the investment is worth it.

Run the engine/s to warm them up, this helps to remove debris when you drain the oil, always, always change the oil filter. If your engine uses coolant drain the old coolant from the engine block and manifolds and replace it with propylene glycol based antifreeze. Remove the spark plugs and spray "fogging oil" inside the carburetor and into each cylinder and replace the spark plugs without reconnecting the wires. This will provide a long-lasting protective coating for these essential engine parts.

Make sure to fill the fuel tank/s leaving a little room for expansion, not filling the tank you run the risk of condensation which can lead to corrosion and possible clogging later. Another good measure is to add a fuel stabilizer, although you should check your owner's manual for the manufacturer's recommendations on how to handle fuel in your winterization process because some differ.

Disconnect battery cables and remove the battery from the boat. Clean the terminal ends and battery with a solution of baking soda and water, rinse thoroughly with clean water. Apply a light coat of grease on the terminal end of the battery and cables. Store the battery in a cool dry place. Use a trickle charger to keep the battery charged. Do not charge battery near any open flame or in a confined area.

Clean the bilge with hot soapy water to remove any oil spills and make sure bilge is dry. After cleaning; spray with a moisture displacing lubricant and add a little antifreeze to prevent any water from freezing just in case.

Drain all water systems, insulate the water heater by disconnecting the in and out lines and connecting them together. Flush non-toxic antifreeze through system by turning on all facets until you see antifreeze coming through. Don't forget to put non-toxic antifreeze in the water heater! Once pumping and flushing the head at an approved pumping station according to the manufacturer's directions, add antifreeze and pump through hoses, holding tank, y-valve, macerator and discharge hose, checking your owner's manual to make sure that alcohol-based antifreeze won't damage your system.

After taking care of all the mechanical parts of your boat you have the interior to look at, items you will want to remove are anything of value. It is also wise to remove some of the safety items like PFD's, flares, and fire extinguishers, check them over and replace any items that appear defective. Clean the refrigerator/freezer; it is a good idea to use moisture/odor absorbers to help keep the boat dry and mildew free. Cleaning the boat thoroughly inside and out will make it faster and easier to get back out on the water next year!

If you store your boat with dirt, scum, barnacles and the alike on the exterior, these varmint will be even harder to remove come spring. So scrape and pressure wash sea scum away right away! Then apply polish to protect it from dust and dirt. Don't forget the interior, vacuum the carpet, and mop the floors, and dust all the wood. Take out all trash and dispose of it properly; you don't want any rats partying it up on your boat for the winter. Oh, the damage they can and will do to everything from cushions to wiring can be devastating!

When at all possible, store your boat undercover. If you have no other choice but to store it outdoors you'll want to invest in an 8 to 10 ounce boat cover. I personally would use a cover regardless. If you are worried about conditions, do it yourself shrink wrap kits are available commercially.

A little prevention goes a long way. These are just a few tips, when it comes to your boat, your baby, just like with your children, you should always consult a physician, I mean a boat professional when it comes to winterizing and making sure your boats lifetime remains healthy and you remain happy!

~Novella Duke  
Member U. S. Coast Guard Auxiliary

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Editors' Note: Please mail your 2010 dues to:

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"Do your part, take part".

## FIRE SAFETY

**GRAND RIVERS, KY. September 15, 2009--** Divers have recovered a body at the site where a boat exploded at a marina in western Kentucky. State officials said the boat's owner had been missing since Saturday morning when witnesses heard a loud explosion and saw his boat on fire. He had just refueled the boat at Green Turtle Bay Marina near Grand Rivers, KY. A passenger escaped by jumping from the boat and was treated for burns at Vanderbilt Medical Center. The blast also caused a towboat to catch fire. Two people on the boat managed to escape without injuries. The cause of the explosion is still under investigation. (from WSMV-TV)

I had been trying to think of a good subject to write about when this unfortunate story came on the news and caught my attention. While this accident is still under investigation for the cause of the explosion I have a pretty good idea of what *could* have caused it. I decided to Google boat explosions and fires to confirm my thoughts. Sure enough, I found article after article regarding refueling and other gas related explosions on recreational boats all across the United States as well as abroad. Being so, I wanted to dedicate my time this month toward fire safety precautions, preventions, and ultimately what to do should you find yourself faced with a fire on your boat.

Some of the things you want to take extra precautions on are refueling, and the handling of containers of gas for heating and cooking, and taking care to have proper ventilation to remove both gas fumes and carbon monoxide from the vessel. I want to deal with prevention first because an explosion is something that happens in an instant and can be devastating, not only to your boat, but to you and your passengers. Sometimes it not only means losing your boat and a good time for the weekend, sometimes it means someone can carry the scars for a lifetime – if they live through it.

When refueling portable tanks make sure to never do it aboard the boat. Extinguish all flames – put out those cigarettes! Turn off your engine; if you are on a houseboat, turn off all cooking, lighting and heating appliances, close all doors and hatches; shut off all engines and motors.

Make sure to keep a close eye on your fuel level to avoid overfilling. Should any fuel be spilled, clean it up right away and allow plenty of time for fumes to dissipate before starting engine. Don't forget to check the bilge for signs of leakage. Remember to use both your eyes and your nose. If it smells like gas – it is gas and you just might have a leak!

After refueling, open all hatches and ports; and let the boat air out. Always run your exhaust blower for at least 4 minutes before starting your engines! Another good measure is to do a check of all hoses to make sure nothing has come loose. Check to make sure it is discharging air the way it was designed to do. You can run your blower all day long and not do a bit of good if the exhaust hose has separated from the discharge port.



Ensure proper installation and inspection of all batteries according to manufacturer's instructions. Overcharging and overheating are the two main mistakes that damage batteries. Be sure heating and cooking appliances on board are secured and operate properly. Refer to the appliance owner's manual for guidance on inspecting for leaks in valves and connections. Make sure flammable items are stowed safely and cannot come into contact



with cooking or heating appliances or hot engine parts. Repair all bare wires and loose electrical connections; they might cause a short in your boat's electrical system, which could start a fire. Only store safety matches because non-safety matches could be set off by vibration. Install smoke alarms!

In case of a fire; alert everyone on board, don life jackets, and abandon ship immediately! A multi-purpose ABC fire extinguisher that can be used on all types of fires is the best extinguisher option because a variety of fuels may be present. A combination ABC extinguisher can be used on flammable liquids and electrical fires, as well as wood, paper, plastics or rubber. Make sure fire extinguishers are Coast Guard approved and in good working order – and that gauges register and nozzles are clear of debris. Take a boating safety course and learn the correct use of a fire extinguisher aboard a boat. Make sure the location of your fire extinguishers is known to all passengers and they know how to operate them.



( continued next page)

**Here's a simple way to remember the steps to take when using a portable extinguisher:**

**Pull the pin.** The pin is there as a safeguard and locks the handle. Pulling it out enables it for use.

**Aim low.** The hose or nozzle should be pointed at the base of the fire to best put it out.

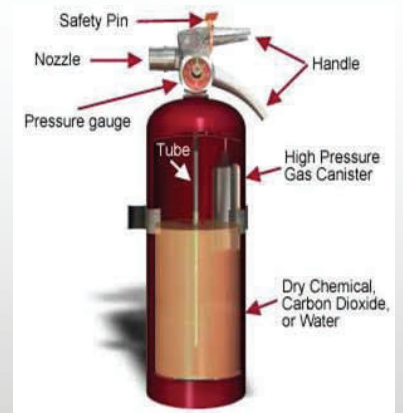
**Squeeze** the lever above the handle. This will shoot the extinguishing substance from the hose or nozzle. Keep in mind that most small extinguishers will run out of their extinguishing agent in 10 to 25 seconds.

**Sweep** from side to side. As you move slowly toward the fire, keep the hose or nozzle aimed at the base of the fire. If the flames appear to be out, release the handle and watch closely. If the fire ignites again, repeat the process.

Always be sure someone on your vessel can operate the boat and the radio in case you are incapacitated. Have an emergency kit and life raft readily available, and have life-jackets for everyone aboard!

This is just a short article on fire safety and should not be considered a complete detailing of safety precautions. Taking a Coast Guard approved boating safety class is always a great idea!

Novella Duke  
Member U. S. Coast Guard Auxiliary



**GUEST SPEAKER FOR SEPTEMBER MEETING**

We had the pleasure of having Betsy Woods from T.W.R.A. come and speak to us again this year. This meeting's topic was life jacket wear and Betsy gave us a briefing on this year's "Wear It Tennessee" campaign.

Thanks to Betsy for taking time out from her busy schedule to come and brief us on this campaign and statistics in drowning deaths for the last few years.

Lower Right: Chris Cunningham wears a look of surprise after pulling the string on the life jacket that Betsy brought to demonstrate.

Bottom Left and Middle: Novella before and after.



"Attitude-The difference between ordeal and adventure".

unknown

## FLOTILLA 11-05

The United States Coast Guard Auxiliary was established by Congress in 1939 to assist the Coast Guard in promoting boating safety. It boasts over 30,000 members from all walks of life who receive special training so that they may be a functional part of Team Coast Guard. Auxiliarists assist the Coast Guard in non-law enforcement programs such as public education, vessel safety checks, safety patrols, search and rescue, marine environmental protection and Coast Guard Academy introduction programs for youth. Auxiliarists volunteer more than 2 million hours annually to benefit other boaters and their families.

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**Sinker Smith Says:**

**“Summer is over and now we can make time for studying new competencies.”**

Many Thanks to Harry Sweezey 8CR  
for the drawing of Sinker Smith

### EDITOR'S NOTE:

Articles of interest to the U.S. Coast Guard, Coast Guard Auxiliary, and Flotilla 11-05 are encouraged from flotilla membership. Monthly cut-off dates for articles will be announced each meeting for that month so you will have time to get your article in to the Editor.

### MEMBER TRAINING FOR OCTOBER

### DIVERSITY

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## Schedules and Upcoming Events

### OCTOBER 6th

#### Division Elections

(Division Commander and Division Vice Commander)

### FLOTILLA MEETING: OCTOBER 8th 2009

(Second Thursday) 7:00 p.m.

Fellowship at six-fifteen p.m. until meeting time. (FOOD!!)

### NOVEMBER 12th

#### Flotilla Elections

(Flotilla Commander and Flotilla Vice Commander)