

**From the Bridge****Quarterly Theme** – Member retention

Gene Haggerty and Warren Edman have generously offered to provide QE check rides for those crew and coxswain members who are ready for certification as well as those who desire recertification. Gene and Warren have emphasized that these on-the-water sessions are practice QE check rides and not training sessions. After the practice session, members' performance will be evaluated and a recommendation will be offered as to their readiness for an actual certification QE check ride.

Our newest communication specialists are Larry Coble, Chris Halladay and Bob Eldridge. This rating qualifies them to be radio watch standers. All who have an interest in serving as a watch stander or manning their own land-based radio facility should contact Gerry Marsh, FSO-CM.

Tom Cavanagh, Jim Wright and Charlie Jones were recognized for 15 years of service in Flotilla 10-05. Bill Coggins earned crew certification and Mo Beers and Larry Coble are our newest weather specialists. Gene Haggerty joined the Centruy Club for having over 100 underway hours.

Members of Flotilla 10-05 received the USCG Meritorious Team Commendation for participation on the Utility Boat operations from Aug 2003 to Jul 2006. After 9/11, ninety 25 foot Boston Whalers equipped with two 150 Hp Mercury outboards were used to supplement the USCG Homeland Security mission. Our boat was operated by auxiliarists seven days a week, logging over 1800 underway hours and completing over 400 patrols that could not be filled with active duty resources.

Twenty-two students completed the BS&S public education course on 7 Apr 2008. Because of FSO-PE Bill Bender's organizational skills, his attention to details, and his

outstanding team of instructors, the course was well received and at least 3 students expressed serious interest in membership. Bill reminds us that Safe Boating Week is 17-24 May and an ABS course is scheduled in June.

Jim Stoddard and Larry Coble were featured in the State Port Pilot. They were assembling the first fishing line recovery station at the City Pier.

Important Dates

15 Apr 2008 – Aux meeting 1900 hrs SOI

16 Apr 2008 – Radio drill 1900 hrs

19 Apr 2008 – Spring BBQ 1600 hrs at Waterway Park, St James

POC – Chris Halladay, FSO-PA

06 May 2008 – Staff Meeting 1900 hrs SOI

Sick Bay

Jim Wright is in the recovery mode after receiving two stints.

Marvin Fullwood has his new bionic knee and is doing well.

Jim Siedliski has a diagnosis of his pulmonary problem – asthma, which is a young man's condition.

Vic Keranan is still on hold for his aortic aneurysm repair in that its size is stable at less than 5 cm.

Larry Coble was admitted to New Hanover Medical Center for cardiac evaluation.

From the Galley

Our mystery chef will no doubt have a mysterious surprise to challenge our palates.



Doc Talk

Dentists at the University of Texas Health Science Center in San Antonio, Texas found that 30% of middle school children were showing signs of tooth erosion. Apparently, sodas and sport drinks are highly acidic and create an environment that erodes the protective enamel on the surface of the teeth. Since youngsters are drinking less tap water and are relying more on bottled water, they are receiving less fluoride, and this factor compounds the problem and leads to increased tooth decay and periodontal disease.

Back In Time

The first Frying Pan Shoals Lightship was placed on station (Lat/Lon 33⁰ 35.0'/77⁰50.0') 4 Jul 1854. Several vessels were involved in marking the shoals until 1964 when the lightship was replaced by the Frying Pan Shoals Light Tower (located 1.7 miles from the last lightship station [Lat 33⁰28.1'/Lon 77⁰33.8']).

Lightships were used extensively in the U.S. and served as day beacons by day and light platforms by night. Most had sound signals and Radio Beacons were in use from 1928. The British first began using Lightships as ATON in 1731. In 1819, the U.S. Congress authorized the construction of Lightships, the first of which saw service at Willoughby's Spit on the Lower Chesapeake Bay. In the U.S. from 1820 to 1983, one hundred sixteen Lightships saw service. By 1927, sixty-eight Lightship stations had been discontinued. When the USCG became responsible for all ATON in 1939, only thirty Lightships were on station.

From 1854 to 1964, Frying Pan Shoals Lightships were dragged off station 12 times, set adrift by hurricanes, damaged by collisions with other ships, sunk by the Confederate Navy in 1861, and marked with a buoy during World War II. Prior to 1939, the FPS Lightship was painted yellow with black lettering and had 2 masts with lights. Illuminating agents were oil

(1854-1911), oil vapor (1911-1920), acetylene (1920-1920) and electricity (1930-1964).

Standardized black with red lettering was used on all Lightships after the USCG assumed responsibility for all ATON in 1939.

The final Lat/Lon of the FPS Lightship in 1964 was 33⁰28.1'/77⁰33.8' and she was anchored in water 60 feet deep. Her light was group flash W 2-2 20 sec 63 feet 14 miles. An air diaphone 2T/30 sec was used in fog and its radio beacon code was (- -).

Are You Interested?

In a 2005, 40-foot Mainship Trawler purchased new by Aux member Bill Coggins (910-454-9790 or 703-994-2148)? Free 6 month use of a 40 foot wet slip is included.

“You can observe a lot by watching”

-Yogi Berra

That's all, folks!

Jack Hisley, FSO-PB