

July, 2007

The Loudhailer

From the Bridge

Quarterly Theme – Ready for operations

Many of us were not aware the QE person serves many Flotillas and often drives many miles to offer QE checks. He not only dedicates his time as many of us do, but also his purse, in that he is not reimbursed for mileage. Thus, when the QE comes, he would like to examine as many certificants as possible – so local coordination will be helpful. Make sense?

Recognition

As many of you are aware, FSOMT Bert Felton will sail as a crew person on the USCG Training Ship Eagle along with 175 cadets and instructors, 19 officers, 46 regular crew, fellow auxiliaries and reservists.

The USCG Eagle is a 3-masted Barque with 21,350 square feet of sail, 5 miles of rigging and over 200 lines that must be coordinated when maneuvering.

She is 295 feet long, 39 feet abeam with a draft of 17 feet 6 inches, displacing 1784 tons fully loaded. Under full sail, the Eagle's top speed is 17 knots. Using diesel only, she manages 10 knots with a range of 5450 miles at 7.5 knots. She has no armaments.

The Eagle was built by the Blohm & Voss Shipyards in Hamburg, Germany in 1936 to be used as a training vessel for German Navy cadets. Following WW II in adherence to the old maritime custom of capture and seizure, the U.S., Britain and Russia seized the spoils, distributing them by lots. The U.S. traded lots with the Russians and selected the SNS Horst Wessel, which was commissioned on 15 May 1946 the U.S.C.G. Eagle. The ship sailed from Bremerhaven, Germany using Columbus' ded reckoning track. She encountered a mid Atlantic hurricane, and arrived safely in her new home, the U.S.C.G. Academy in New London,

Connecticut.

When Bert boards the Eagle in Miami, he will step on a weather deck of 3” teak over steel. The ship has 2 full length steel decks, a platform deck below and a raised quarter deck and forecastle. His quarters will most likely not have a veranda but they are sure to be cozy. The Eagle sails north with ports of call in Georgia and Virginia, reaching her destination in New London in 30 days.

As she sails the North Atlantic past the North Carolina coast, one can imagine Bert shouting tacking commands – “on the fore”, “on the main”, “on the mizzen” – “ready about”.

Important Dates

17 Jul 2007 – Aux meeting 1900 hrs at USCG OI

18 Jul 2007 – Radio drill 1900 hrs

28 Jul 2007 – Frogmore stew 1600 hrs at USCG OI

03 Aug 2007 – Master Chief’s COC 1100 hrs at USCG OI

08 Aug 2007 – Mentoring workshop 0900 hrs at USCG OI

18 Aug 2007 – ABC Course 0730 hrs at Progress Energy Media Center

11 Dec 2007 – 10-05 COW at Founders Club at St James Plantation

Marine Safety

Monofilament Program – All who are willing to participate, contact Jim Stoddard.

MSO – All hands interested in working with the Marine Safety Office in Wilmington and becoming a Marine Environmental Specialist, contact Jim Stoddard, FSOMS.

ATON

Verifiers need to file their reports in July 2007. POC is Floyd McLeroy, FSOAN.

From the Galley

Aboard ship in the 16th – 18th centuries the Loblolly Boy assisted the ship's surgeon. One of his duties was to prepare and serve Loblolly in the sick bay. Loblolly was the name for warm gruel or porridge which no doubt is tasty and certainly medicinal. This month's Loblolly Boy is John Fraser.

Sick Bay

Thoughts and prayers for...

Peg & Jim Flowers

Rich Thompson

Betsy Asimos

Warren Edman's brother

Jan Boland's mother

Doc Talk

Water Bottle Safety: Don't put disposable water bottles in the dishwasher. The high heat causes the release of a chemical residue. Although the harmful effects of this residue are not clear, why be in the control group? Reused bottles are fine as long as they are washed by hand to rid them of bacteria.

Latex Allergy: Actually, latex allergy is a sensitivity reaction to proteins found in the sap of the rubber tree. These proteins are also found in a number of foods such as avocados, bananas, chestnuts, kiwi, melon, peaches, papaya, potatoes and strawberries. Persons allergic to latex often have a crossover reaction to these foods. If one is allergic to any of these foods, because of the crossover effect, latex should be avoided.

Synthetic rubber is fine. Keep it simple, use the blue gloves in your Haz Mat Kits as Harry Thrandhart suggested.

Be aware most tourniquets are latex.

From the Chain Locker

Battery Island lies in the Cape Fear River off Southport and is the home of many of our shore birds. This season the Ibis have returned to nest on Battery Island. The Audubon folks have counted 13,000 nests. Each nest serves 2 eggs which produce 1 chick. The adult Ibis, who are white with a long curved beak, often fly in formation but make no sounds. Ibis chicks have dark feathers and initially, they are intolerant of salt water – hence the parents often fly miles inland in search of fresh water food. As the chicks mature and test their wings, they acclimate to salt water. Battery Island is home to many other shore birds. Bert Felton is quite knowledgeable about the shore birds and their habitat on Battery Island. He has a deep interest in the wildlife in Cape Fear area, which he always seems willing to share.

Back in Time

4 Jul 1776, 56 men signed the Declaration of Independence. The British captured 5 of the signers who were declared traitors, tortured and subsequently died of their wounds. Twelve signers had their homes ransacked and burned by the British soldiers. Two lost their sons in the Revolutionary War and two others' sons were captured. Nine signers fought and died in the war.

Of the signers, 24 were lawyers, 11 were merchants, 9 were plantation owners, and the remainder were men of means. All were educated, knowing that when they signed the Declaration, the charge would be treason and the penalty death.

All of the signers were British subjects who fought their own government. Most of them lost their lives, their loved ones, their homes and livelihood for freedom.

That's all, folks

Jack Hisley, FSO-PB