

The Thirty-Niner

Newsletter of the U.S. Coast Guard Auxiliary
Chicago - Wilmette Division 39, 9th Western Region
Flotillas 39-02 (Des Plaines), 39-04 (Chicago), 39-06 (Wilmette), 39-08 (Air), 39-10 (Ten Chicago)





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Flotillas 39-02 (Des Plaines), 39-04 (Chicago), 39-06 (Wilmette), 39-08 (Air), 39-10 (Ten Chicago)

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Volume 9, No.1

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UPCOMING EVENTS

17 March: West Marine 1160 N. Halsted Street, Chicago IL. 0800-1600. Public affairs display

24-26 March: Spring D-Train. Plan on coming for training heavy on Operations. Registration, District Board meeting & Training conference schedules, training sessions and meals are available now on uscgaux9wr.com.

14 April: Chicago Yacht Works Spring Fling, 2550 South Ashland Avenue, Chicago. Opportunity for VSC Examiners and trainees to get started. There will also be space for demonstrations and Public Affairs. Contact Marc Pullman at mpullman@yahoo.com.

21 April: Operations Workshop. 39-06 meeting rooms. Required for all Operations people (will also be held at D-Train)

19-25 May: National Safe Boating Week. Includes Open House at Station Wilmette on the 19th.

OUR COVER

Longtime 39-02 members Rolf and Linda Larson were sharp in their Blue Bravo uniforms.

THE CHANGE OF WATCH THAT WASN'T

By Tim Darrey



The big event of the month was to be the annual Change of Watch. In the planning stages, everything came together well and our hopes were high --- until the government shutdown dashed our plans. We didn't want to cancel, and so the committee decided to change the name to "Fellowship" and to carry on within the guidelines available to us. And this change worked well until Commander Merchant from MSU, Captain Stuhlreyer and Chief Fowler, Commander and Assistant OTO from sector Milwaukee, and Chief Burke, OIC Station Wilmette walked in wearing



uniforms -- with awards for some of our members, no less. Turned out the shutdown did not affect Essential Personnel, which the Regulars certainly are. It was too late to alert the commodore, chief of staff, and D-CAPT's, so we modified our plans once more. With attendees from all five flotillas, we had a wonderful time and I would like to take this opportunity to thank all of you who took time out of your day to attend.

Flotilla and individual awards were handed out for distribution at Flotilla meetings:

FLOTILLA AWARDS:

VESSEL EXAMS

1st 39-08 2nd 39-02 3rd 39-06

PROGRAM VISITS

1st 39-08 2nd 39-06 3rd 39-02

PUBLIC EDUCATION

1st 39-10 2nd 39-02 3rd 39-06

MARINE SAFETY

1st 39-06 2nd 39-08 3rd 39-10

OPERATIONS (SURFACE AND AIR)

1st 39-02 2nd 39-06 3rd 39-10

PUBLIC AFFAIRS

1st 39-02 2nd 39-08 3rd 39-10

MEMBER TRAINING

1st 39-02 2nd 39-04 3rd 39-08

MOST ACTIVE FLOTILLA

1st 39-06 2nd 39-08 3rd 39-02

INDIVIDUAL AWARDS

VESSEL EXAMINER

1st Ron Dziagwa 39-08
2nd Jeff Gilmore 39-06
3rd Barry Jacobson 39-02

PROGRAM VISITS

1st Ron Dziagwa 39-08
2nd Jay Katzman 39-06
3rd John Mukoyama 39-06

RECRUITING ASSISTANCE

1st John Johnson 39-02
2nd Carol Johnson 39-02
3rd Ron Dziagwa 39-08

PUBLIC EDUCATION (AIDE / Lead)

1st Dan O'Connell 39-06
2nd Barry Jacobson 39-02
3rd Ron Dziagwa 39-08

OPERATIONS (AIR HOURS)

1st Rhett Dennerline 39-08
2nd John Kane 39-08
3rd Ron Dziagwa 39-08

OPERATIONS (COXSWAIN)

1st James Cohen 39-06
2nd Tom Remec 39-06
3rd Richard Conway 39-06

OPERATIONS -BOAT CREW

1st Gail Raith 39-06
2nd Mike Raith 39-06
3rd Tim Darrey 39-02

MARINE SAFETY

1st Jay Katzman 39-06
2nd Ron Dziagwa 39-06
3rd Tom Remec 39-06

PUBLIC AFFAIRS

1st Ron Dziagwa 39-08
2nd Robert Reczek 39-02
3rd Bridget Darrey 39-02

INSTRUCTOR

1st Tim Darrey 39-02
2nd Larry Libauer 39-06
3rd Dan O'Connell 39-06

MEMBER TRAINING

1st Tim Darrey 39-02
2nd Larry Libauer 39-06
3rd Jay Katzman 39-08

MOST ACTIVE MEMBER

1st Jay Katzman 39-06
2nd Ron Dziagwa 39-08
3rd Robert Reczek 39-02

BOAT SHOW



Alas, Coastie did not make an appearance at the Progressive Boat, RV and Sailboat Show on 11 through 14 January (apparently he was in the shop, and will be back in service this summer). Everything else went really well. Members from Divisions were on hand at one time or another to meet show visitors, show them around one of the new 29 foot rescue craft, and talk up boating safety. Ron Dzigawa from 39-08 ran his “trash” game almost continuously. Another item was a new Marlinspike board, much sturdier (though not as collapsible) than the older one. Recruiters from the Academy, and from the recruiting station on the northwest side also shared space and talked about the service to interested visitors.



OUR WORLD UNDER WATER



Another Public affairs event was the Our World Underwater SCUBA show, which took place 17-18 February at the Chicago Marriott O'Hare hotel. As we explained to the numerous visitors, divers have

been known to occasionally use boats during their



expeditions. Most of the booths were for exotic destinations for diving (Nearest to us was Fiji) Many of the visitors were interested in the Coast Guard Auxiliary. Ron Dziagwa's trash game was a popular draw.

OUR FLOTILLAS

Another way to get involved with the Auxiliary is to attend the meeting of a different Flotilla. Chances are, you have some friends there from Public Affairs events.

Flotilla 39-2 Des Plaines

Charles Hague, FC, Bridget Darrey, VFC

Meeting 1930 3rd Wednesday

Prairie Lakes Community Ctr 515 E Thacker, Des Plaines

Flotilla 39-4 Chicago

Shawn Landa, FC, William Weisfuse, VFC

Currently holding joint meetings with 39-02

Flotilla 39-6 Wilmette Harbor

John Lenhard, FC, Dan O'Connell, VFC

Meeting 1930 3rd Thursday 4709 Golf Rd, Skokie

Flotilla 39-8 Chicago Air

Ronald Dziagwa, FC, Mark West, VFC

Meeting 1930 3rd Monday

Schaumburg Regional Airport (06C), Meeting Room #113, Lower Level

Flotilla 39-10 Chicago

Joe Conte, FC, Juanita Mercedes Silva, VFC

Meeting 1900 2nd Thursday 5801 N. Pulaski Rd., Chicago

EVANSTON SWIMS! A SUCCESS FROM ALL ANGLES

By Nancy E. Anderson,

*YWCA Communications Strategist and Swim Coach
Story copied from the Evanston/North Shore YWCA Blog,
with permission.*

Mary Miller, who coordinates *Evanston Swims!* as a staffer at YWCA Evanston/North Shore, is passionate about teaching kids to swim. She has a long list of reasons why, but she began with the story of Donovan, a second grader at Oakton School.

“Donovan started with *Evanston Swims!* in September. He was so timid then, so hesitant to get in the water,” she said. “But by December, I could really see progress. I was on the bus with him riding back to Oakton after that session, and I told him I was really proud of him.”

According to Mary, Donovan looked at her quizzically and asked why.

“I told him it takes courage to try new things and do things that make you uncomfortable,” she said. “He was so nervous in the beginning, but he now he was getting in the water and making real progress.

“He started beaming,” she said. “In that moment, I think he understood that he was confronting something challenging, and he was succeeding.” Donovan is one of nearly 300 Evanston second graders who are participating in *Evanston Swims!* this year. The program is a partnership between YWCA Evanston/North Shore, McGaw YMCA, Evanston/Skokie School District 65, the U.S. Coast Guard Auxiliary, and collaborators throughout the community.

Through the *Evanston Swims!* program, second graders in District 65 receive free swim lessons and water safety instruction during the school year.

A lofty idea at first

Evanston Swims! began as a lofty idea in 2011. It emerged from the “Evanston 150” project in celebration of Evanston’s 150th anniversary. As part of the project, Evanstonians brainstormed their top goals for the future, and “swimming lessons for all Evanston children” was high on the list.

By 2012, this “future goal” took shape as a pilot program focused, above all, on water safety. The pilot worked, and in the fall of 2013, the program was officially launched.

“By the end of this year, we will have reached almost 1,500 kids since the program’s inception,” said Mary. “We’re really making an impact when it comes to water safety. This is particularly important since we live in a lakeside community.”

Like a barn raising

Mary likened *Evanston Swims!* to a barn raising, something that only happens because so many people pitch in. For example, District 65 provides buses. YWCA and YMCA provide pool space and professional instructors. Three Crowns Park and Presbyterian Homes also provide pool space. **The Coast Guard Auxiliary offers expanded water safety instruction.** Note: Adrian Allen of 39-06 was instrumental in getting the Auxiliary hooked up with Evanston Swims!—Ed

The Great Lake Plunge open-water swim raises funds. And a host of additional swim instructors come from parents, local Masters swimmers, District 65 middle schoolers, and others who want to be involved.

“The impact of *Evanston Swims!* goes beyond teaching kids to swim,” said Mary. “We’re also offering a venue for people to serve. This program gives a lot of people a sense of purpose and a way to contribute to the community.”

Henry Clay-Barbour, an eighth grader at Chute Middle School, is one such contributor. He’s in his third year as an Evanston Swims! instructor.

“I don’t have much else to do on half days, so why not do this? I love the kids and get to see them have positive experiences. I want to do it as long as I can because it’s really rewarding,” he said.

Honoring a special man

Mary Miller has a lot of reasons for championing *Evanston Swims!*. But perhaps the most important reason is her commitment to the memory of her friend, Oswald Roper. Oswald (“Oz”), who died in 2013, was a longtime swim coach and instructor in YWCA Evanston/North Shore’s Flying Fish aquatics program.

“Oswald always thought his legacy was going to be music,” said Mary. “He was a well-known musician in Jamaica, where he was from originally. But I think his real legacy is swimming and the number of North Shore kids who learned to swim because of him.”

By coordinating *Evanston Swims!*, Mary believes she’s honoring Oswald’s wishes. “In his last months, Oswald was so excited about *Evanston Swims!*,” she said. “So there’s a little piece of me that’s promoting what Oz cared about, and in that way, he lives on. And his legacy lives on.”

PADDLE YOUR OWN CANOE

Tom Remec and Tim Darrey got together and made up a presentation paddle, signed by all the Division Staff, and gave it to past Division Commander (and

our favorite DO-IT Staff Officer) Bob Reczek at the not-a-Change of Watch.



WRITTEN IN THE STAR (BOARD)

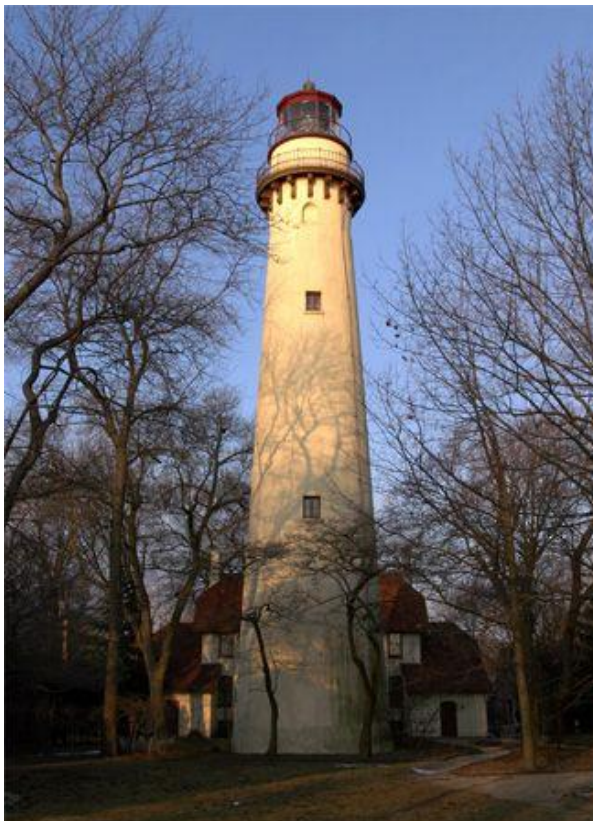
By Steve Welton

From the COMMIQUE, newsletter of the Northwest Sailing Association.

For the uninitiated non-sailor, it's the left and the right side of the boat, or the front and the back of the boat. But included in the things one learns when boarding a boat for the first time, is that there isn't a left side or a right side, there isn't a front of the boat or a back of the boat. Instead, the left side of the boat is called "Port" and the right side of the boat is "Starboard". The front is the bow and the back is the stern.

But why is that?

The Bow is an easy one. While I found one



description that said that the Bow of the Boat was named because it is the part of the boat that "bows to the sea". But most point to a more reasonable explanation. Bow literally means the bend or the arch, coming from the Middle Dutch word boech, and a whole host of other root words that all relate to the idea of bending or arching. It's the bend of the boat.

The term Stern most likely comes from a Scandinavian source from the 13th century, such as Old Norse "stjorn", which literally means guidance. It may have also originated from the Old Frisian word "stiarne", which means to guide or steer. Of course, there is also the term "aft", which we know means "in, near, or toward the stern of a ship", and comes from the Old English word aeftan, which meant "from behind, farthest back". This came from and even older Old English word "aef", which means away.

Port and starboard instead of left and right are more related to one another. The reason why we use that today is so we can simplify commands given related to direction. Whether the vessel is moving forward or astern, the port and starboard sides remain the same.

But why are they called that? Well, before boats had



a centerboard, rudders were attached to the right side of the boat – most sailors being right handed and all. Thus, the Starboard side of the boat – "steor" is the Old English word for steer and "bord" meaning side of the boat. Since at some point those side rudders got pretty big, when the sailor brought the boat into port, the side opposite of the Starboard Side was most often facing so that the porters could load supplies. Actually prior to being called the Port side it was called the larboard, or the laddeborde. This is another Old English word which meant the loading (laden) side of the boat. This term didn't change to Port until the 19th century.