

7th Coast Guard District

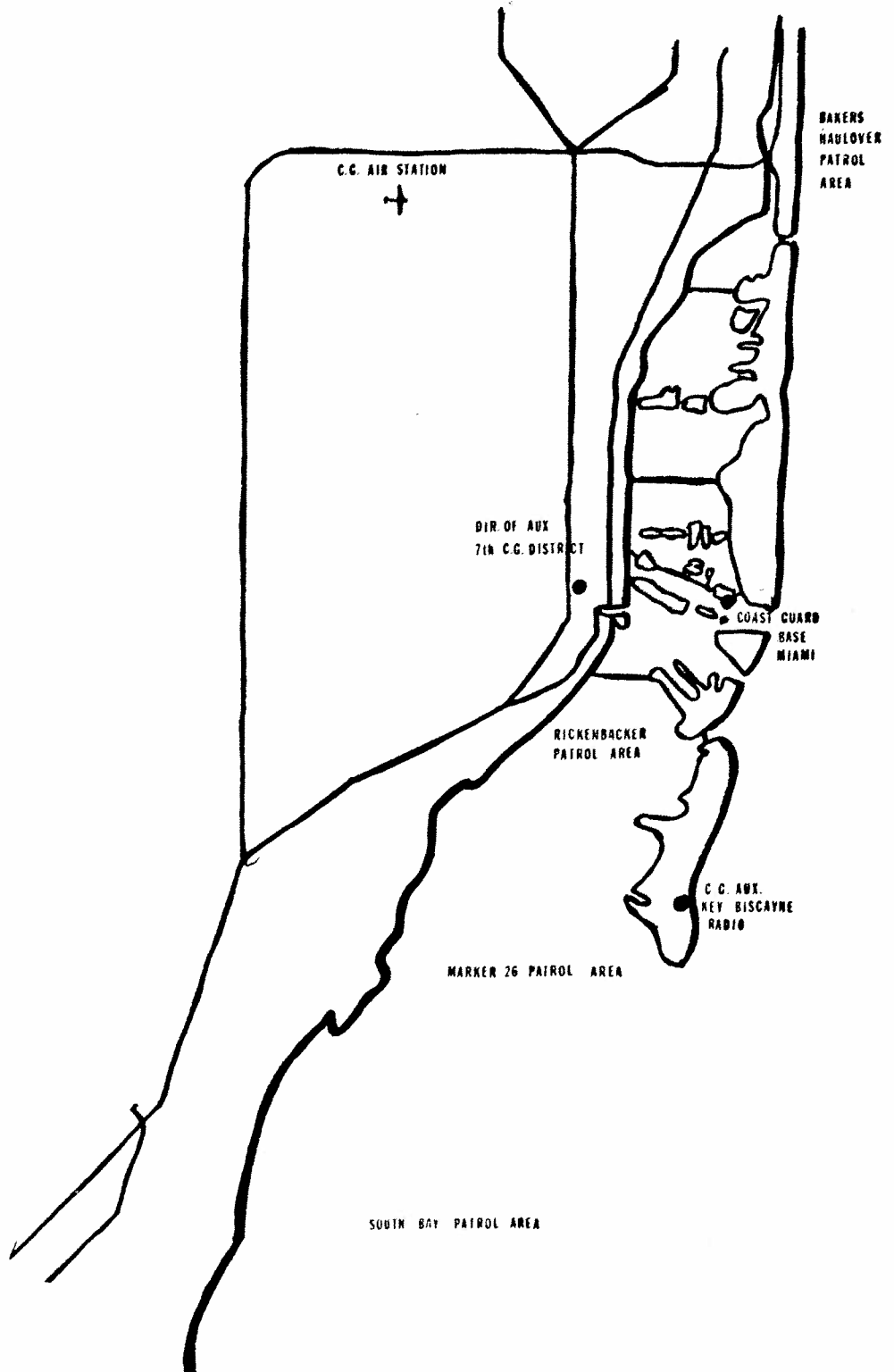
DIVISION VI

# THE HELM

PUBLISHED QUARTERLY

MIAMI, FLORIDA

1st QUARTER 1978



T H E H E L M

U.S. COAST GUARD  
7th COAST GUARD DISTRICT  
DIVISION VI

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\* \* \* \* \*

Speak when you are angry and  
you will make the best speech  
you will EVER regret.

FROM THE CAPTAIN

Congratulations to Alex Steiner, FC and Ray Grobelny, VFC and all their staff for the newly chartered Flotilla 6-12.

A special thanks to all the members who took part and devoted their time and efforts helping to establish our new Flotilla.

1976 was the best year in the CE program with a total of 10,475 boats examined. 1977 showed a total of 7,901, a decrease of 2,574 examinations. Dade County has 36000 registered boats and I am sure with extra effort we can again reach that 10,000 mark.

The Director's award of excellence was received by Flotillas 1, 2, 3, 4, 5, 6, 7, 9, and 11; this should put us in a high percentage bracket for 1977. Flotillas 8 and 10 have promised for 1978 to join the group.

To all those members who have been ill during the last month I wish a speedy recovery and good health during the rest of the year.

William T. Davis  
DCP VI

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OKAY, LUCKY EDDIE...  
DROP THE ANCHOR --



**DRAWN!**

OUTSIDE THE  
BOAT, STUPID!!



D I V I S I O N   V I   A W A R D S   F O R   1 9 7 7  
F L O T I L L A   A W A R D S

COURTESY EXAMINATION

FIRST PLACE - 62  
SECOND PLACE- 69  
THIRD PLACE - 63

PUBLIC EDUCATION

FIRST PLACE - 64  
SECOND PLACE- 69  
THIRD PLACE - 66

GROWTH AND RETENTION

FIRST PLACE - 69  
SECOND PLACE- 68  
THIRD PLACE - 65

OPERATIONS

FIRST PLACE - 69  
SECOND PLACE- 67  
THIRD PLACE - 64

O U T S T A N D I N G   F L O T I L L A

6 9

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CERTIFICATES OF APPRECIATION

PRESENTED TO

Stanford Rossin  
Robert Ingraham

Harry Brown  
William Allgair

NATIONAL GROWTH AWARD

PRESENTED TO

Dante Ventriere, Sr.

I N D I V I D U A L   A W A R D S

COURTESY EXAMINATION

FIRST PLACE

Ralph Andrea

SECOND PLACE

Donald Clark

THIRD PLACE

Phil Lyons

MEMBER TRAINING

FIRST PLACE

Charles Ross, Jr.

SECOND PLACE

Miguel De Marcos

THIRD PLACE

Patrice Igoe

OPERATION - CAPTAIN

FIRST PLACE

Joel Aberbach

SECOND PLACE

Allen Duffin

THIRD PLACE

Thomas Castelli

OPERATIONS - CREW

FIRST PLACE

Frank Sienkiewicz

SECOND PLACE

Gerald Shute

THIRD PLACE

Robert Haggerty

INSTRUCTORS

FIRST PLACE

Charles Bossart

SECOND PLACE

Dante Ventriere, Sr.

THIRD PLACE

Harry Brown

ASS'T. INSTRUCTORS

FIRST PLACE

Donald Clark

SECOND PLACE

Ofelia Pazos

THIRD PLACE

Hervert Kalotkin

T H E E X A M I N E R

Flotillas 61 and 6-11 are wise in getting both their PE and CE Seminars early in the year. I enjoyed attending and/or participating in both seminars. If you did not make the foregoing CE Seminar, plan to attend the Division-level seminar tentatively planned for 14 April.

Examiners, we will face two problem areas in 1978. First, we need to make boaters aware that Inland Rule lighting will no longer be legal off-shore due to the change of demarcation line between Inland Rules and International Rules announced 11 July 1977. (The new line now passes through the ends of jetties or headlands at entrances without jetties.) While satisfactory installation of Inland Rule lights shall not be a cause for withholding the decal, the examiner should warn the owner that those lights will not be legal if used offshore.

The second problem is that of Marine Sanitation Devices (MSD's) which is governmentese for heads. The present laws require a Type I, II, or III, be installed in all older boats by January 30, 1979. However, there is considerable speculation that the schedule may be changed. While installation of a proper MSD is not a CME requirement, I am sure that the examiner will be asked about the regulation. Be cautious how you reply. If we mislead a boat owner, even if unintentionally, we may lose a friend for the Auxiliary. Explain the law, but point out the possibility of revision.

Tell the owner that a Type III MSD (holding tank) is a safe choice in spite of its drawbacks. I will keep you advised of any new developments on this subject.

It appears that we are slow in getting our CME program going this year. How about all of you examiners getting your shoulder to the wheel and giving a push to this important cornerstone of the Auxiliary.

Lee Brock  
SO-VE Division VI

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IMPORTANT - LADIES UNIFORMS

Ladies, instead of ordering a uniform, you can go out to Opa Locka Coast Guard Exchange, be measured and they will order for you. This way you will more than likely get one to fit.

## MEMBER TRAINING

OSC Weather and OSC Communication have been completed. Of the 14 people enrolled in Weather, 11 ordered the exam - 79% completion. Communications had 21 enrolled and 15 exams were ordered - 71% completion.

OSC Seamanship - MISART began February 20 at the base. Seamanship has been incorporated into the MISART program for several reasons, one of which is to emphasize the AUXOP program. Seamanship will run 6 nights with the exam scheduled for March 10. The local applications of MISART will continue on March 13; the MISART exam is March 28.

The MISART-Seamanship course is extensive, but then, the responsibilities incurred on patrol are extensive. The Auxiliary is being represented by uniformed members who can be judged publicly as to their seamanship and judgement. There is also the obligation of the skipper to crew and crew to skipper to be skillful seapersons. The boat and life you save may be your own.

OSC Patrols will be offered in April. Consult the calendar printed in the Helm. This course is required of all who wish to wear the operator's ribbon.

OSC Administration will begin in June. OSC Search and Rescue will be offered in the fall.

Pat Igoe  
SO-MT VI

## OPERATIONS

It seems that our job never ends, and our work load gets heavier and heavier. With the increase in week-end Regattas, Operations has been the busiest, trying to accommodate all situations.

Thank goodness for the Flotilla Co-ordinators, who have succeeded in getting the facilities out to meet all the commitments. We owe them our congratulations for their tireless efforts and those of the skippers and crew who give their time and effort to make the U.S.C.G. Auxiliary Operational program a huge success.

An increase in our Operational facilities and MISART qualified skippers and crew will help make our waters safer for all.

Herb Kalotkin  
SO-OP VI

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As we are a civilian component of a branch of our government's military service, it is only fitting that we should be proud of its accomplishments. A year and a half ago an idea began to take shape to become a reality.

Today our parent service stands on the verge of a realization. That being the creation of a new communications center. Reasons for such an undertaking an ever increasing SAR load, greater law enforcement responsibilities and antiquated equipment.

(continued)

At Coast Guard Base Miami Beach the Group Miami new communications center will be ready soon. When completed I trust our SO-CM will arrange tours for us.

Jill Trent  
SO-SR VI

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COMMUNICATIONS

By now, all of you must be aware of the Commandant's decision regarding the use of Citizens Band Communications (Class D) by USCG SAR and Communications Centers on a not-to-interfere basis with regular Marine Service communication activities.

As of yet, no plans have been formulated for USCG Aux participation as CGAux units. Until a definite policy is established for the Auxiliary, communicators are reminded that USCG Aux call-signs SHALL NOT be used on CB frequencies.

As stated in the 7th District Communications Plan, and even in our own OSC COMMUNICATIONS TEXTBOOK, Auxiliarists are encouraged to use CB communications when no other means of communications exist between a vessel being assisted and the assisting vessel. In this case, the (FCC assigned) regular "civilian" call sign will be used.

Fear not, as soon as we receive the appropriate directives regarding the use of CB by the Auxiliary we will pass the information down the line via the Communications Officers.

Mike De Marcos  
SO-CM VI

A PENNY SAVED

One of the peculiarities of Finance Officers, at whatever level, is that they tend to develop a "protective" attitude toward the funds they are responsible for managing. After only a short time in the position they begin regarding these organizational monies as their own and it becomes increasingly more difficult to part with it. This tends to grow more pronounced the longer the position is held.

This will be the sixth consecutive year I have held the job of Finance Officer for Division VI. Undoubtedly, I have let my own "protective attitude" show from time to time during my tenure also. One of the ways is my repeated insistence that Division Staff Officers use our tax exempt number each time an authorized purchase is made. To my way of thinking, it is ridiculous to give away our money needlessly.

If there are any Division VI Staff Officers who do not yet know our tax exempt number they should get in touch with me as soon as possible. I have purposely not included it in this article to preclude the possibility of compromise. The same instructions also apply to Flotilla Staff Officers - learn and use your Flotilla tax exempt number. Keep it in your billfold and give it the same tender care shown to your favorite credit card.

Albert C. Fischer  
SO-FN, Division VI



THE HISTORY OF A LIE

First somebody told it,  
Then the room wouldn't hold it,  
So the busy tongues rolled it  
Till they got it outside;  
Then the crowd came across it,  
And never once lost it,  
But tossed it and tossed it,  
Till it grew long and wide.  
This lie brought forth others,  
Evil sisters and brothers,  
And fathers and mothers,  
A terrible crew'  
As headlong they hurried,  
The people they flurried  
And troubled and worried,  
As lies always do  
So, evil-boded'  
This monstrous lie goaded,  
Till at last it exploded,  
In sin and shame  
But from mud and from mire  
The pieces flew higher,  
Till they hit the sad liar,  
And killed his good name.

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TO ALL OUR SHIPMATES IN THE  
AUXILIARY, FAMILIES, AND  
FRIENDS THAT ARE ILL  
\*\* GOD SPEED \*\* FOR A QUICK  
RECOVERY.  
-----

SOLAR POWER BENEFITS BOATMEN

Improved weather forecasting and earlier storm warnings are expected to result from operation of the National Weather Service's new solar-cell-powered automatic weather stations at Loggerhead Key, Florida; Stratford Shoals, New York; Point Retreat, Alaska; South Point Hawaii; Halfway Rock, Maine; and Clines Corners, New Mexico. Designated RAMOS (remote automatic meteorological observing

system), each station reports temperature, dewpoint, wind speed and direction, barometric pressure, and precipitation readings hourly to forecast offices via radio, satellite, or telephone.

Unlike other more conventional electrical power-generation systems, solar-cell-powered units require no fuel or periodic maintenance and are designed to operate uninterrupted for up to ten years in remote, isolated locations. With no moving parts, solar cells are a simple and reliable means for providing the electrical power needed to keep the RAMOS battery system fully charged.

In another project, the Coast Guard is converting many of the inshore navigational aids in its southeastern United States district to operate on solar-powered batteries. This is expected to result in a significant savings in the costs of operating and maintaining these warning lights for mariners. Solar battery-charger systems are also now becoming available from commercial firms for small boats.

SEA SECRETS  
Nov.-Dec. 1977  
Vol. 21, No. 6  
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DEADLINE FOR NEXT ISSUE OF  
HELM - - - MAY 15, 1978.



C L I P   A N D   S A V E  
 OPERATIONS & COMMUNICATIONS  
 SCHEDULE  
 SECOND QUARTER 1978  
 FLOTILLA RESPONSIBILITIES

<u>DATE</u>	<u>OPERATIONS</u>	<u>CO-ORDINATOR</u>	<u>COMMUNICATIONS</u>
APRIL 1 & 2	64 & 65	Joe Mueller	6-10 & 6-11
" 8 & 9	67	Norman Morris	61, 62 & 63
" 15 & 16	66, 68 & 69	Ralph Knobler	64 & 65
" 22 & 23	6-10 & 6-11	David Mindell	66 & 67
" 29 & 30	61, 62 & 63	William Zeller	68 & 69
MAY 6 & 7	64 & 65	Gerald Shute	6-10 & 6-11
" 13 & 14	67	Norman Morris	61, 62 & 63
" 20 & 21	66, 68 & 69	Gerald Wright	64 & 65
" 27 & 28	6-10 & 6-11	John Olesen	66 & 67
JUNE 3 & 4	61, 62 & 67	Edward White	68 & 69
" 10 & 11	64 & 65	Joe Mueller	6-10 & 6-11
" 17 & 18	67	Norman Morris	61, 62 & 63
" 24 & 25	66, 68 & 69	Tom Ratner	64 & 65

OPERATIONS DIVISION VI  
 STAFF OFFICER  
 Herb Kalotkin

# FEBRUARY

**26** Red Cross Multi-Media Course

**27** OSC MISART Seaman-ship 8 PM

**28** OSC MISART Seaman-ship Base

# MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6 Seamanship	7 Seamanship Review	8	9 Seaman-ship Exam 8 PM Base	10	11
12	13 Local MISART Applications	14 Local MISART Applications	15	16	17 <small>ST. PATRICK'S DAY</small>	18
19	20 MISART <small>SPRING BEGINS</small>	21 MISART	22	23	24 <small>GOOD FRIDAY</small>	25
26	27 MISART Review	28 MISART Exam	29	30	31	

# APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18 **OSC Patrols ** 8 PM Base	19	20	21	22
23/30	24	25 ** OSC PATROLS	26	27	28	29

NOTE: \*\* Patrols: required for the Operator's ribbon.

# MAY

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2 OSC Patrols	3	4	5	6
7	8	9 OSC Patrols	10	11	12	13
14	15	16 OSC Patrols	17	18	19	20
21	22	23	24	25	26	27
28	29	30 <small>TRADITIONAL MEMORIAL DAY</small>	31			

# JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
				1 OSC Admin. 8 PM Base	2	3
4	5	6	7	8 Admin	9	10
11	12	13	14 <small>TRAD. DAY</small>	15 Admin.	16	17
18	19	20	21 <small>SUMMER BEGINS</small>	22 Admin.	23	24
25	26	27	28 <small>NOTE</small>	29 Admin.	30	

NOTE: Search and Rescue OSC will be offered in the fall.

AUXILIARY COAST GUARD TO  
PERFORM RESCUE ROLE

VICTORIA - Federal Transport  
Minister Otto Lang Thursday  
announced the establishment  
of a national auxiliary  
coast guard rescue service for  
the West Coast, the Maritimes  
and the Great Lakes.

Lang said in a telephone inter-  
view from Ottawa that volun-  
teer rescue workers will be  
paid expenses, will be organized  
regionally by the coast guard  
and will be covered by special  
insurance.

There are now about 60 people  
operating as volunteer rescue  
agents along 10,000 miles of  
B.C. coastline. The federal  
government apparently wants  
about 300 volunteers under the  
new program.

Rates of pay would be based  
on service and size of boat  
used, Lang said. Details of  
compensation still were being  
worked out, he said, but added  
he was confident the volunteer  
boaters would be happy.

An insurance package will be  
included to provide compensation  
in the event of damage to the  
boat or injury or death to the  
boat operator said Lang.

In addition, there will be  
liability insurance.

Lang, who is in charge of  
coast guard operations, said  
the new program will be in  
effect "in the very near  
future..almost moments, rather  
than weeks".

The government has appointed  
an officer to organize train-  
ing for the volunteer rescue  
workers, he said.

A coast guard spokesman in  
Victoria said the auxiliary  
coast guard would have two  
main functions - rescue and  
education - and would make  
regualr patrols to encourage  
boat safety.

Volunteers have said they pay  
up to \$6,000 a year to run the  
existing service, and have  
complained to the federal  
government about the cost.

Rescue calls on the coast are  
increasing at the rate of  
about 20 per cent a year on  
the B.C. coast. To Oct. 6,  
there have been about 2,400  
marine distress calls this  
year.

There has been an auxiliary  
coast guard in adjacent  
Washington state for many  
years.

Canadian Press

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* * * * *
* * * * *
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*           F A R E W E L L
*
* TO OUR DEPARTED SHIPMATES
*
*           Herbert Miller
*           Flotilla 64
*           December 1977
*
* * * * *
* * * * *

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## BOATS MUST HAVE NEW 'HEAD' PUT IN

Yankee skippers must be miserable. Their boats are sitting under a mantle of snow; their only connection with boating at the moment is reading about it.

Let's hope some of them read this.

To bring all hands up to date on the MSD rules, "new" boats (which are defined as boats built after Jan. 30, 1975) had to be delivered for sale with Type I, II or III MSDs after Jan. 30, 1977. You can't legally buy a new boat today with any type of toilet that discharges raw sewage.

The Rules said that "existing" boats, which are those boats built before Jan. 30, 1975, must install an approved Type I device by Jan. 30, 1978 (Extended to Jan. 30, 1979) and you could keep it for the life of the gadget - so long as it worked.

Miss that deadline and you had to go to a Type II or Type III device by Jan. 30, 1980.

Uncle Sam recently made it easier for frigid Yankee skippers by easing the rule. You don't have to install a Type I gadget by Jan. 30, this year.

All you have to do is sign a purchase order for one. Install it in your boat later. In the case of Yankee skippers, that means after the boat yard thaws out and the snow on your boat melts.

Southern skippers, too busy fishing, cruising, sailing and racing, can sign an order, have proof they are buying one, and put it in the boat after the sailfish and kingfish stop hitting.

Go buy one. And, you may ask, why?

Because right now all the country has is a handful of Type I's, which are essentially macerator/chlorinators conforming to fairly reasonable standards.

Type II's must meet tough requirements, and you can't find one right now for small boats or yachts. There are a few, but costly, and in a practical sense they don't exist yet.

The only other alternative is a Type III MSD, which is "retention." A holding device. Nobody really likes them.

Put it this way: If you do not order a Type I device now, installing it within 12 months; then you must go to a possibly very expensive Type II device by 1980, if it is developed; or to a Type III holding tank.

The Miami Herald  
Jim Martenhoff

## FEW CHARTS REFLECT CHANGES

There have been some queries from small boat skippers about the "COLREGS," governmentalese dialect for the Collision Regulations, often called International Rules of the Road.

Everyone knows we have new rules. And a new line of demarcation where the Inland Rules end and the International Rules begin.

One skipper wanted to know if the new demarcation lines are showing on the charts. Gloria Bradshaw of the National Ocean Survey sent a list of the few charts that have the new lines.

Even Hawaii is on the list - as is Florida. Summarizing the list briefly, here are the areas charted with the new COLREG lines:

In Florida (and partly Alabama); Santa Rosa Sound to Dauphin Island; also, Everglades National Park's Whitewater Bay.

Oregon's Coos Bay, Hawaii's Oahu south coast and Pearl Harbor entrance; Nantucket Island; Galveston Bay entrance plus the harbors; Seattle's Strait of Juan de Fuca; part of Summer Strait in Alaska; San Diego to Santa Rosa Island; an area near Houston and part of the Alabama-Mississippi coast.

They'll get around to the Chesapeake area soon, no doubt. And the rest of the nation's coastal waters.

But a safe general rule of thumb, until you can buy a chart for your area with the COLREG demarcation lines on it, is to remember that the International Rules begin almost immediately. Practically at the coastline.

Like right outside the jetties, inlet, pass, bayou, bar or whatever.

For that reason, a small boat skipper asked if he could leave his Inland Rules lights on his boat--or would he have to change them to International.

Leave them alone, so long as you don't fish offshore after sunset. The Coasties won't bother you if you are out there in daylight, no matter what kind of lights you have.

You'll be stuck with a notice of a navlite violation only if you are out after dark with Inland Rule lights. Fish in the daytime only. Forget about swordfish (caught at night only).

Soon all the charts will have those COLREG lines on them. It will end this minor confusion currently extant. And, as a necessary postscript for small boat anglers, don't ever forget you are legally "under way" if you are drift fishing.

Some party boat skippers do not delete any expletives when describing near-misses with drifting outboards lacking navlites. Turn them on.

If you don't, you may have a chance to study the rules during the idle time you spend in a hospital.

The Miami Herald  
Jim Martenhoff

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DEADLINE FOR NEXT HELM

MAY 15, 1978



# Englert on Electronics

## CB and Ham: You Bet Your Life! Should You?

By Ken Englert

THE POPULARITY of citizens band radio in recent years has been, as we all know, astounding, with CB's finding their way on board pleasure boats in ever increasing numbers. Likewise, but on a lesser scale, longer range ham radio SSB transceivers are popping up on boats all around the country. Will this pose any kind of threat to established VHF and SSB marine radio? Is this the beginning of yet another change in boating communications? Should you be considering this equipment?

The best way to answer these thought-provoking questions that I hear time and again is to put everything into perspective. Yes, CB is coming on strong everywhere, and marine applications are no exception. And there are a number of good on-board uses for CB. The increasing intership channel congestion we are all experiencing on marine VHF can be relieved to some degree by putting to good use the 40 CB channels (80 channels in the SSB mode). By using specific CB channels instead of the VHF ship to ship channels, some degree of privacy can be realized among boatmen, provided you're away from shore beyond the range of all the landlubber CB chatter.

Today, boatmen on many inland waterways, lakes, rivers, etc.—areas that lack marine VHF coverage—rely on CB as their unofficial communications medium. There are even a few yacht clubs, marinas, water taxis, and other services to recreational boating that are using CB satisfactorily in some areas.

Often the same CB you find on a boat works a double shift at home or in your car. Hand-held CB walkie-talkies have proven an inexpensive and convenient way to keep in touch with your boat when you're on shore or in the dinghy. Boatmen who have used CB as a backup radio have experienced surprisingly good range from the newer SSB models when used along with a good 20' antenna.

So there are legitimate, purposeful uses for citizens band sets, and in the overall marine communications picture they should not be overlooked. But CB was never intended to replace, nor is it capable of replacing, the marine radiotelephone. In fact, in 1968 the Coast Guard completed a thorough study revealing that CB radio service did not, and could not, meet the rigorous standards of reliability and performance demanded for public safety at sea.

The CB set should never be seriously con-

sidered as a basic communications instrument—that is, as an alternative to a marine VHF radio. Most important of all, there are no official emergency services offered on CB, nor are there any marine operator channels.

In contrast, the Coast Guard maintains a constant radio watch on VHF Channel 16, and is ready and able to help. That means you can rest assured the Coast Guard is *always* vigilantly monitoring the airways, continually standing by for an emergency broadcast on its VHF radio network. And "always" means just that! Coast Guard radio is on duty at 0300 on Christmas Day, New Year's Eve, and on weekends, regardless if it's raining or snowing. It does not have coffee breaks or take days off.

The Coast Guard's radio equipment and coverage is the best, and its personnel are trained professionals, able to give you the assistance you need in the shortest possible time. No other country has yet been able to equal the protection that the Coast Guard's emergency radio system makes available to boatmen for their safety at sea—a fact most of us just take for granted!

Now, I ask, with this multimillion dollar government service available, who in his right mind would forego the protection in favor of a CB? How could anyone place the safety of his boat and his life in the hands of an ill-equipped, probably untrained stranger hearing his distress call? What possible assistance could a 12-year-old playing Adam 12 on his CB be to you if he hears your MAYDAY as your boat is slowly sinking five miles offshore?

In addition, with more and more CB radios on the air, the flagrant abuse of the CB airways makes the possibility of getting a really important message through more remote all the time. CB, which was originally intended to be a low cost radio system for all, has too frequently degenerated into an undisciplined and mostly unregulated hobby radio band with little regard for the public good. Fifteen minutes of monitoring the CB bands in any metropolitan area will testify to the jumble of pointless conversation, immature behavior, and profane language. It's no wonder it's been nicknamed the "Children's Band."

Amateur, or "ham," radio has been used on boats in relatively small numbers in years past. A floating ham radio station was the logical consequence when a dedicated radio amateur responded to the call of the

sea. Of course CB'ers and amateur radio operators live in two separate worlds. To mistakenly refer to a ham radio operator as a CB'er guarantees you a minimum of a glare, if not a punch in the mouth.

CB'ers are relative newcomers, having been on the air for only a few years. Hams, on the other hand, date back to the very early days of radio. They have always demanded high standards of conduct, as well as technical ability, of the members of their ranks. Each prospective ham must pass a stiff federal government administered test of proficiency in electronics and communications theory, radio rules and regulations, as well as Morse code. All hams take great pride in their avocation, and are sincere and avid electronics and radio enthusiasts. Many earn their living as technicians and engineers in the electronics industry.

When AM double sideband radio was outlawed, AM SSB marine radiotelephone became the only way to maintain long distance communications. However, boat owners who knew that ham radio SSB transceivers could "talk around the world" were wondering if this equipment, which was selling for less than then-available marine SSB gear, wouldn't be the answer for their long-range marine communications needs.

That's where the problem came in. Ham radio is a thrilling, fascinating hobby, but requires special knowledge and operating skills. A lot of time and study are required to pass the test, administered by the FCC, and someone not particularly interested in this hobby and the technical aspects of radio may find it quite a chore to get a license. And ham, like CB, doesn't provide you with a direct link to the Coast Guard, other marine radio equipped vessels, or the marine operator.

Suppose you had a ham radio altered so it would work on marine frequencies. You would still be running into two other problems: One, a marine SSB is engineered for simplicity of operation. No tuning is required, and channel changing is as simple as it is on a VHF radio or TV set. Not so with a ham set, which takes a good deal of operator skill to manually adjust the dial exactly on frequency and return the transmitter for maximum power output to the antenna—a risky business in an emergency situation. And second, since a ham radio is not FCC type accepted for operation on marine frequencies, it is illegal to tune it to them.

You will most likely be able to contact

*continued*

other hams in the event of an emergency, since there are thousands of stations all over the world. But a ham's usefulness in a MAYDAY situation may be limited to documenting the fact that your boat is sinking. Again, only the Coast Guard is equipped to respond immediately to your call for help. And unlike a ham operator, the high seas marine operator facilities at KMI (Oakland), WOO (New York), WLO (Mobile), and WOM (Ft. Lauderdale), have the ability to hook you up quickly with a Coast Guard rescue coordination center via marine SSB radio if you don't raise the CG directly.

So you can see that a ham radio is not a recommended substitute for marine single sideband. It does make a valuable addition on long distance cruises (if you are willing to get a ham license) as a source of entertainment. It's great on a long, lonely voyage—you can talk to other hams all over the world from the middle of the ocean. And unlike marine radio, there is no restriction on time or idle conversation—on ham radio you can talk about whatever you want, for as long as you want, and to whomever you want. (One of the few exceptions is if you are contacting a ham behind the Iron Curtain, you can expect him to clam up or change the subject if you start talking poli-

tics.) You may even meet new friends on the air in a port you are about to visit, long before you arrive.

By contacting ham operators near your home you can relay messages to your family and friends. Many hams are even equipped to place a "phone patch" for you, a method by which the ham relaying your message can connect his telephone to his radio equipment, making direct, two-way conversation possible. Finally, a ham radio can serve as a last resort, long range panic button if your marine radio equipment fails. For information on how you can become an amateur radio operator, write: The American Radio Relay League, 225 Main St., Newington, Conn. 06111.

While the rationale for substituting a CB or ham radio for a marine VHF or SSB was originally economic, that reasoning can no longer be justified. With keen competition among manufacturers and dealers, good, basic VHF can be bought in about the same price range as better CB models. Marine SSB sets did indeed cost a lot initially, but prices are dropping as the demand is increasing. There is at least one marine SSB radio now on the market that can be placed in the "VW" category—small, nothing fancy, limited in channels and power, but capa-

ble of a pretty good job. It has been able to reach the Oakland marine operator from Tahiti, and sells at a base price of \$800. (Interested readers can contact Maritek, Inc., Box 800, Kent, Wash. 98031.) Expect to see more SSB equipment at affordable prices appearing in the marketplace in the near future.

Citizen's band and amateur radio equipment may have a place as part of the crew on your boat, but never as your communications first mate. ⚓

*Just prior to press time, we learned that the Coast Guard will begin to monitor the CB band in some areas on a limited basis, tentatively beginning this spring. Details have not been worked out on which channels will be monitored, but coverage will be restricted and is likely to be centered in metropolitan areas.*

*This seems to be an abrupt reversal of the Coast Guard's long-held position; the idea is to use CB as an "extra margin of safety," and the Coast Guard continues to stress the importance and superiority of their established and proven marine VHF system. K.E.*

## CHANGING CHART SYSTEM ADDS UP TO NEW NUMBERS

The new system in chart numbering is organized and logical. It conforms to a worldwide system. The world has been divided into regions, and most of North America, including Hawaii and the Aleutians, is in Region 1. Oddly enough, Puerto Rico and the Virgin Islands are in Region 2.

It means, however, that most U.S. charts will begin with the numeral "1".

The next step was dividing the continental coast into sub-regions. The first one is the Gulf of Mexico and East Coast from the Mexican line to Cape Hatteras. On charts of this area, the second number also is a "1".

As a digression, those secondary numerals go up as you travel counterclockwise around the continent. The next region runs from Hatteras to Long Island, and the two chart numbers would be "12." Then the coast to Canada is "13," the Great Lakes area "14" and so on to the Hawaiian islands, which carry a "19" series.

The third number in virtually every Florida chart is a "4", with some exceptions --such as Panhandle area charts, where it is a "3."

So, under the new system, most Florida charts begin with a "114." This is an unofficial appraisal. Officially, the first two numbers relate to the world regional and the coastal region. The next three digits

CHART SYSTEM (continued)

relate to the particular chart.

A total of five digits means charts with a scale larger than 1:2,000,000; charts with two or three digits mean smaller scales.

Most Florida charts begin with a "114." The West Palm Beach to Miami Intercoastal chart is 11467. Miami to Elliott Key is 11465. Elliott Key to Matecumbe (two charts) is 11463, and the next Keys chart jumps to 11449.

The Miami to Marathon and Florida Bay chart is 11431. However, the Okeechobee Waterway chart is 11428.

Don't look for the old numbers any more. They're gone forever, except on aging and obsolete older editions.

The Miami Herald  
Jim Martenhoff

COAST GUARD AUXILIARY SAVES  
900 LIVES IN '77

Commodore J. Kevin Mitchell, from Jackson, Miss., and Vice Commodore R. L. Horton, Camden, Tenn., of the U.S. Coast Guard Auxiliary passed through Miami recently, paused long enough for an interview.

Asked how well the Auxiliary fared last year, they were able to approximate some numbers, though they were away from their files.

\* Last year they reached about 1.2 million amateurs with some form of boating instruction.

\* They conducted more than 350,000 Courtesy Motorboat Examinations (CME).

\* They saved somewhere in the neighborhood of 900 lives.

"Every facet of our program showed an increase last year."

The Auxiliary consists of about 47,000 men and women and there is no distinction between the sexes. A woman auxiliarist is the same as a man.

"Some of our ladies," Mitchell said, "do a better job than the men in our cornerstone operations--like the CME inspections."

The Auxiliary, is putting more emphasis on youth. "We're trying to develop and educate the young boater before he can become a bad boater," Horton said.

The Auxiliary encourages parents taking a boating course to bring their children. "We've had children take the course," Mitchell said, "and actually get better grades than their parents."

Age doesn't mean you can't have courage and skill. The Auxiliary's activities are expanding.

Auxiliarists are amateur boatmen themselves, working without pay, giving up many long weekends in the year for patrols and other activities. Why do they do it? Horton had the answer:

"You see the look on a mother's face, when you lay a child in her arms that you just pulled out of the water, and that's your paycheck for the year."

The Miami Herald  
Jim Martenhoff

F L O T I L L A \_ C O R N E R

Flotilla 61 - Towline

Congratulations to Mirtha Davis who has become the first woman Commander of 61, after a number of years active participation in almost all branches of Auxiliary endeavor. She asks all members to put out a bit more effort to make this the best year yet.

Flotilla 62 - Volunteers

Welcome to new Commander Charlie Wallis who has recently returned after hip surgery and a follow-up bout with hepatitis. We hope his troubles are over and he will enjoy an active year. Flotilla 62 is trying a new idea in BS&S classes - Two Saturdays, each covering six lessons, followed by a review session and exam.

Flotilla 63 - The Word

Reports new meeting place - Kinlock Park School on N.W. 43 Avenue. And their Change of Watch dinner at the Round Table Restaurant on South Dixie Highway was enjoyed by all.

Flotilla 64 - The Yardarm

All members were deeply saddened at the death of Herbert Miller. All Division VI extend sympathy to Rose Miller.

Flotilla 65 - The Prop

"THE PROP" cover has taken on a new look, thanks to Bud and Ruth Saltzman - congratulations on a very professional job. This publication is also to be commended for the addition of much used Emergency numbers and other instructional data on the back cover.

Flotilla 66 - The Progressive One Had a very successful display at the Westland Mall Boat Show, including the 25' facility of R. Morlas. Members signed up students for upcoming classes, including a Spanish BS&S course at Hialeah High School. Pictures of the display and an article on Safe Boating will appear soon in the Spanish newspaper "El Sol de Hialeah."

Flotilla 67 - News At Seven

Has planned an all-out drive to upgrade member training in most Auxiliary activities, including a piloting course, and more training on the water. The FSO-PE is working with the Boy Scouts to develop a merit badge for attendance at a BS&S course.

Flotilla 68 - The Porthole

No news for this publications.

Flotilla 69 - The Land Line

Skippers on SAR patrol, under orders, are concerned about the dangers encountered when they have a vessel under tow. They suggest that rules be amended to allow the towing vessel to carry a flashing yellow light to warn others who cannot see the tow-line..Excellent suggestion.

Flotilla 6-10 - Under The Blue Ensign

PE instructors are ready for BS&S courses at Hialeah Junior High School starting Feb. 27 in English and Feb. 28 in Spanish. John Lehmann was presented a plaque by Commander Addison, Director of Auxiliary, in honor of his many years of service to the Auxiliary and his fine work as Historian for Division VI. Past Captain Lehmann requested Permanent Membership.

Flotilla 6-11 - Fathom This  
A "Water N Kids" Night is  
planned for the children of the  
prospective members of the new  
BS&S course starting Feb. 28.  
The kids will have their own  
class in a separate room while  
mother and daddy learn all about  
"Legal Requirements."

Flotilla 6-12 is a new flotilla  
and sworn in February 4 at the  
Division VI Change of Watch.  
Welcome aboard.



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