

The Helm

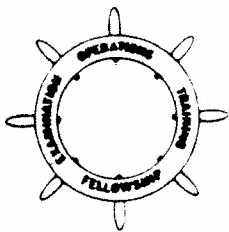
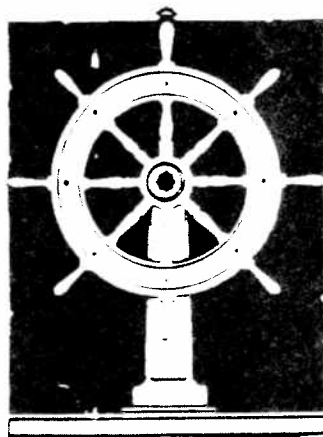


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QUARTER

DIV VI

7th USCG DIST

MIAMI, FL



KILC



Editorial Policy

The Helm belongs to all Division VI members. Any article of fact, of interest, or education, and the like concerning the United States Coast Guard or the United States Coast Guard Auxiliary will be considered for publication.

Arthur J. Frankel, SO-PB VI

Attention on Deck!

THE DCP

For the past four years, the workload placed upon Division VI has grown steadily. The increases have been felt in: Search and Rescue with a marked addition of civilian boats on the water; Communications with the greatest impact on Key Biscayne Radio; Public Education with more and more classes. Our members have done a fine job of fulfilling these responsibilities, but they can't keep it up indefinitely.

Recently, we have received information that our operational activities may rise by about fifty per cent -- as will our Communications requirements. This expansion will be met in good spirits by our members, but again, they cannot go on forever. Although some of our facilities may be showing their ages, the members -- God bless 'em -- seem not to. Within the next few months, we will be looking for reserves that do not now exist. I am concerned about reaching our limit and then beginning to drop off as we pass to the down side of our productivity curve.

We have the finest group of dedicated people I have ever met. They have always answered every bell in their activities and even beyond. It is an accepted military axiom that any unit should have a healthy reserve force in being, if a successful campaign is to be executed. We do not have those reserves, and time is running out. It will be difficult to shoulder our duties, and at the same time, train new people. But we must start -- NOW.

Each of us must become a recruiter, if or when the opportunity arises -- in the classroom, at the dock, anywhere. We cannot shrug our shoulders when an individual wants to join the Auxiliary. Seize every occasion to induct new members. It is your job and mine to see that we get the reserves we so desperately need.

Let's all be good Auxiliarists -- elected officers, staff officers, everybody -- and encourage new members. We will get those reserves, in-depth, we so critically need.

Jim Ryan DCP VI

All Hands Muster on the Fantail

THE VCP

PARTICIPATION! Unfortunately a relatively limited percentage of our membership accounts for the tremendous results in all cornerstones of Division VI. We need greater support of our entire Division to help fulfil all of our obligations to the Coast Guard and to the Coast Guard Auxiliary.

Our pledge, which includes our promise to support the Coast Guard Auxiliary and its purposes, also includes a promise to make a conscientious effort to become involved in the programs of the Auxiliary -- to the very best of our abilities, as time and circumstances permit.

Division VI has approximately 315 members. If each Auxiliarist would delegate only 50 hours per year, the results would be 15,750 hours of PARTICIPATION!

LAST YEARS'S RECORD

During 1980 Division VI performed the following missions covering the number of hours shown.

		<u>Hours</u>
Member Training	153 sessions	378
Public Education	641 lessons	1,076
Courtesy Examinations	2,740 exams	1,370
Operations Safety Patrols	406 patrols	3,370
Operations Support	347 missions	2,269
Administrative Support	135 missions	1,878
	<u>4,422</u>	<u>10,678</u>

Based on the above record (should each member PARTICIPATE for a minimum of 50 hours this year -- or less than an average of one hour a week) we could achieve the following goals.

Member Training	225 sessions	556 hours
Public Education	942 lessons	1,127 "
Courtesy Examinations	5,044 exams	2,523 "
Operations Safety Patrols	597 patrols	5,449 "
Operations Support	510 missions	3,335 "
Administrative Support	198 missions	2,760 "
	<u>6,500</u>	<u>15,750</u> "

Harry J. Chiddenton
VCP VI

Miami Search and Rescue Team

By Loretta M. Baker
FSO-OP/FSO-CM 64

The first MISART class for 1981 has come to a successful conclusion. Bouquets and applause to the Instructors for all the time they expended. We will divulge a secret and let you know who they were. Joel Aberbach, Cal Gordon, and Mimi Allgair.

There were others who assisted us as well, and our appreciation radiates to them also. LT Tom Johnson, USCG; CWO-2 Wayne Farnum, USCG, Reynold Davis, SO-OP, and Patrice Igoe IPVCP provided significant support to the entire MISART program. CWO-2 Farnum completed both days of the program, took the exam, and had many positive things to say.

Pat Igo presented information on search patterns, while Reynold Davis assisted with administration. In addition to Division VI members, we had four from Division III -- including Andy Repcik, VCP III. They all did very well.



Loretta Baker and her attentive MISART
class

THINK ABOUT IT

It seems to me that the end of the year should bring about something in addition to elections, staff-appointments, Change-of-Watch Dinners and all the accolades that go with them, etc.

What about the orderly change of duties from officer to another? Why not help the new, incoming office-holder in the proper operation of his/her responsibilities? Must the Auxiliary suffer a set-back while the new officer gropes around trying to acclimate himself?

The transition from past officer to his/her replacement should be accomplished in the spirit of cooperation and fellowship. An out-going officer's responsibilities to the U. S. Coast Guard Auxiliary do not end on New Year's Eve. The smooth transfer of records, information, and advice to the new (and probably, confused) officer should become not only a mandatory requirement, but also a moral obligation of the departing officer -- who should be imbued with a high degree of esteem for the Auxiliary.

Reynold Davis
SO-OP

BASIC QUALIFICATION COURSE

Those in the process of becoming Basically-Qualified may have difficulty with the Basic Qualification Course because some of the questions in the B-Q exams -- particularly Exam #2 -- are derived from the Auxiliary Operations Manual (COMDINST M16798.3). This is not part of the Basic Qualification package.

All instructors are to insure that subjects not in the text material are well covered during class. Those proctoring exams are to insure that sufficient copies of the Auxiliary Operations Manual are available during the exam.

Effective immediately, Basic Qualification Exams are to be administered as an open book exam with a passing score of 90%.

Reprinted from Issue #1, January 1981 of The News at Seven.

On 25 September 1980, the Coast Guard launched a new and complex class of cutter. The 270-ft. BEAR is the first of thirteen of this type. Powered with two 3500HP diesel engines, driving each of two shafts, with variable pitch props, she is equipped with a COMDAC System (Command, Display & Control), Raw information received from RADAR, SONAR, et al is fed into the system's computer. The inferential results are displayed either in graphic mode or alpha-numeric form. Manual plotting is not required. During normal cruising, only an OOD and a Quartermaster are required. The BEAR Class carries a normal complement of 100, and the range extends for about 5000 km* at about 15 knots. The BEAR is set to become operational by late 1982. This launching will link the past with the future. The original cutter, BEAR, was of heavy oak construction; she was a steam barkentine whose LOA was 199 feet. Built in Scotland in 1874, she carried a 2½" ironbark sheathing over her hull from keel to waterline. Under favorable conditions, she was able to make 8 knots (under sail and power).

* 5000 km is about 2700 mi.

An Easy Method of Learning the ABC's of CG-Approved Equipment

By Maude D. Brock
FC 62

First you must learn how to spell the word, PAVES. Because:

P stands for Personal Flotation Devices

A is for the Arrestor (flame-arrestor)

V means Visual Distress Signals

E to remind you of the Extinguisher (for fires, of course)

S is the Sanitation Device ("head" to all of you seamen)

Now that we have the lyrics, who's going to write the music?



IPFC 67 Bob Walters presenting the Bill Allgair plaque to Mimi Allgair.

VCP Harry Chiddenton and DCP James Ryan look on.

Capt. Richard L. Jacobs, Commanding Officer for GRUMIA, talks to members and guests during the Change-of-Watch dinner held at the Officers' Club, Homestead AFB.



Accepting the Division Member-Training Awards:

- | | |
|-----------|---------------------------------|
| 3d Place | Wallace D. Culbertson* |
| 2d Place | VADM Austin "Red" Wagner, PC 63 |
| 1st Place | Cal Gordon, PFC, 67 |
| * PFC, 63 | |



POETIC JUSTICE

By Reynold Davis
Skipper Tuff Ship

It happened on 15 July 1979, as a rookie skipper, that I performed my first patrol for the U.S. Coast Guard Auxiliary. Tuff Ship, my 24-foot stern-drive glistened proudly. She was sporting new side boards, and her National and Auxiliary Ensigns together with the operational pennant waved briskly aloft. My crewman, an old friend both on the water and in the air, fidgeted nervously. Mike Ladin wanted to show that he could be counted upon. He had studied hard and crammed for the exams. I was perfectly confident in Mike and in Tuff Ship.

The day was very hot and quiet. No action. It seemed as if we might get skunked on our first patrol. Many monotonous hours crawled by. Then, at 1730Q: "Coast Guard Auxiliary Vessel Tuff Ship; this is Coast Guard Auxiliary Key Biscayne Radio. Over." This was it! A SAR case. I grabbed the mike as if I were trying to catch a fly in mid-air. A boat in distress -- off The Fountainebleu -- her prop was gone.

Haulover inlet ran rough, as usual. But the sea was calm. On-Scene: 1750Q. There were six POB's. In trying to communicate with them, we learned none would speak English. Mike heaved a line to her -- just as if he were an old pro. His grin stretched from ear to ear. I nodded approval. Then we attempted to inform the six POB's to don their PFD's. We also advised them that our destination would be Watson Island. They all became indignant, shouting "Key Biscayne!" Key Biscayne!"

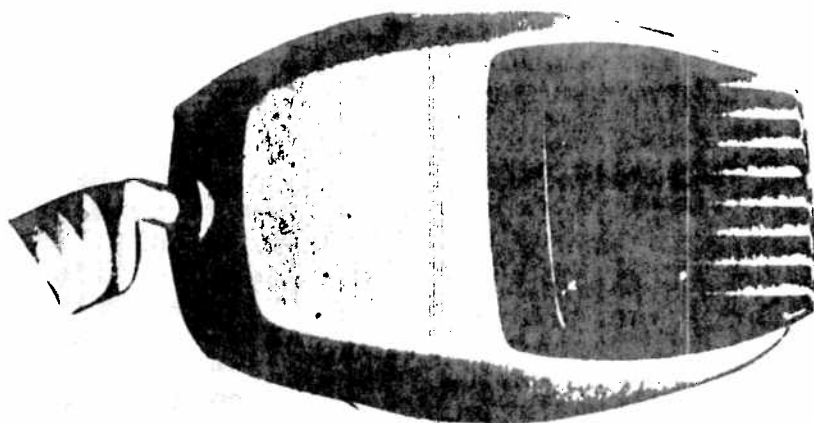
As we made for Government Cut, I noticed traffic on the water suddenly increasing. The POB's all had removed their PFD's, and that made me nervous. Imagine! Tuff Ship, passing the USCG Base demonstrating to the world her improper towing technique. No way was I going to do anything wrong! I asked the POB's to please wear their life jackets. What happened? I got the bird! And Mike's smile turned to a frown.

At this point, I requested KBR to note that the POB's aboard our tow were uncooperative. In addition, they refused to provide us with the necessary information on numbers, owner, etc. A few minutes later, KBR instructed us to proceed "slow ahead" because the Base would be dispatching a "41" boat to board our tow.

We were intercepted at Watson Island, and Mike began to smile again. The "Coasties" could not find a horn, any fire extinguisher, a registration, or approved PFD's. Mike just kept on smiling.

Poetic Justice, as I saw it. We secured the tow at 1950Q.

COMMUNICATIONS



SAY IT RIGHT!

By A. Communicator

Proper language is a first requirement for clear verbal communication -- particularly aboard ship and during RT transmissions. Incorrect use of language is not only slovenly and unprofessional, it could result in risky repercussions.

Radio voice broadcasts over marine bands are not known for their consistent "hi-fi" clarity. It is necessary, therefore to use and practice and use and practice and use and practice the correct procedures and techniques during communications with each other via radio. This becomes acutely important whenever we identify ourselves as "This is Coast Guard Auxiliary"

To practice and use the the authorized requirements, one must know the right one from the wrong ones. The correct drill may be found in appropriate manuals. Faulty examples (too many of them) are frequently heard on Channel 83.

1. Transmitting registration numbers or other numerical data such as lengths, bearings, speed, distances, etc. are to be given digit-by-digit (except for multiples of 100). Here is a recent exchange heard on 83 (the actual numbers are not the same so that the identities of the transgressors may be concealed). "This is KBR to Auxiliary Vessel ..." (Of course, everyone will immediately recognize that goof!) (KBR continues) "... boat's length is (fifteen)?(fifty)?feet." The vessel replies, "Roger we can handle." When the vessel arrived on scene, they observed a 50-foot boat. The Auxiliary Vessel's skipper must have heard "fifteen" feet. KBR had said "fifty". Both radio operators were to blame: KBR primarily because the base station operator should have enunciated "FI-YIV ZEE-ROH feet"; the vessel's operator should have requested clarification.

2. We take great pains to write the numeral zero as "Ø" and the letter "O" without the "/". We should likewise take the same trouble to pronounce zero as ZEE-ROH and the letter "O" as OH.

3. Vessel to KBR: "Please contact the base via land-line to find out" How did KBR respond? "ROGER WILCO". No further comment.

4. One Auxiliary vessel to another: "Do you have a dinghy aboard?" The reply: "Roger". A second instance: "Are my order numbers 1234?" The reply: "Roger". In neither case is "Roger" the correct reply. "Roger" basically means, "I have received your message." The proword vocabulary include proper responses to the foregoing questions, and those prowords should be used. The first question merely required either, "Affirmative" (if a dinghy was stowed) or "Negative" (if none was stowed). The second question (if the numbers were indeed true) should have been "That is correct".

5. Too many Auxiliarists, when referring to another boat, will say, "I see him." Or worse: "I see it." All vessels are designated by the feminine: she, her or hers. Will we ever improve?

6. If you want the operator at your receiving station to copy a transmission, merely say, "MESSAGE" and then speak as clearly and as slowly as you can. If you want to determine if the receiver got your transmission, say "READ BACK, OVER".

EDITOR'S NOTE

We received two articles dealing with radio communications. While there is a small amount of duplication, each aims at a different objective. To encourage members to send contributions, we herewith publish both articles; both features are worthy of your time.

A LEGAL BEAGLE'S RADIO LOG

By Mike de Marcos

How many of you think you sound good on the radio? How many of you use the proper pro-words? How many claim to have never uttered (never, ever) that great taboo to end all radio taboos: "OVER AND OUT"? I'm sure you have never guilty of saying something like, "That's a big 10-4 Key Biscayne!" Or to say "good buddies" to Group Miami is unthinkable.

Fine. You sound great. Now for the clincher. How well have you been logging and transcribing what you say and when you say it? RADIO LOG is the name of the game. A log is not only required by FCC and Coast Guard regulations, you may find that a log may be used in your favor or against you in court. We all know that suing has become a national past-time (sport, if you will) and the Coast Guard has had their share of lawsuits from mariners. A number of these has come about about

as a result of some action that was or was not initiated by the Coast Guard from information received (or not received) over two-way radio circuits. That may be confusing, but here are some examples:

The man who called a MAYDAY after his boat began taking on water -- who received no response

The boatman who reported that he was in distress at position A; assistance was dispatched towards position B

The skipper who had to wait several hours for assistance and caught a bad cold

As is often the case, the Radio Logs are looked at FIRST when investigating legal claims. In the first instance, above, a look at the Logs and/or the Voice Log Tapes failed to show any distress message received. If you did not receive the distress message, no assistance could be made. Then there is the second case. How about the boatman who sued because assistance was delayed as a result of the rescue unit arriving at the wrong position? Behold! The Log revealed that our not-too salty mariner had, in fact, given an inaccurate position. His fault. Once again, we may be pretty much off the hook. Then comes the guy who had to wait several hours for help. Yes, indeed, we received the call very early, but aid did not reach the disabled vessel until late that evening. That was a delayed response, wasn't it? Are we on the legal hook? Maybe not. The radio log revealed that the boatman had been informed of the delay and was offered commercial assistance. He rejected commercial assistance and agreed to wait as long as necessary. I'm sure you get the idea.

LOG, LOG, and LOG some more! Log as if every communication will be used in an Admiralty court at a later date. You can't overlog. Needless to say, you must log truthfully and with reasonable accuracy. Identify yourself and the station with whom you communicate. Specify the hour (in ZULU please), frequencies used and date(s). Specify the frequency or frequencies on which a continuous guard is maintained.

Don't forget to log equipment outage. Sign your Radio Logs. In conclusion, LOG and LOG well. In the next issue of The Helm, I will submit a "sample" Radio Log and detailed instructions on how to log your entries.

In Memoriam

Herbert Kalotkin
IPFC 69

Arthur A. Meinville
PFC 610

GROWTH AND RETENTION

The Division Board has taken a giant step forward in achieving the Division Captain's plea to enlarge our membership. During the 23 April meeting of the Division, the Board unanimously supported a committee report to request the establishment of a new flotilla in the country's fastest growing suburban area -- Kendall West. Elaine Shapiro, SO-PE, spoke strongly in favor of creating this particular flotilla because she said that virtually all requests for Auxiliary classes come from this community.

Harry Brown, our SO-GR, expressed delight in the prospect, particularly since the first aim of the Division is "To foster, promote, and strengthen membership....."

The request, to which our DCP gladly concurred with, will be sent to the DCO via the RCO-E for rapid approval. There are already several future members -- all with facilities -- ready and raring to go. And as the DCP stated, we critically need them NOW.



AIM HIGH

The Committee to select an AIM Candidate recently had a difficult decision to reach. Five young men, all with excellent credentials, were presented to the Committee and to the Division during the April meeting. John Allison, PFC 61, submitted three names and Dante Ventriere, FC 66 and Peter Muller, FC 612, offered one each. The five prospects were: Richard Fernandes, Reinaldo Gonzales, Richard Swentzel, Anthony Ventriere, and Thomas Wilwol. The first three, in their Sea Cadet uniforms, presented a taut, nautical appearance. Each candidate introduced himself and gave a brief biographical sketch as well as the reasons that he desired to pursue a professional military education.

The Selection Committee, composed of Jim Ryan, DCP, VADM "Red" Wagner, FC 63, Nat Tabasky, FC 69, Mimi Allgair, SO-CM, and Linda Maville, SO-CC, pondered, studied, reviewed, and discussed hard and long. Their verdict resulted in the recommendation of Richard Fernandez.

Good Luck to one and all.

Linda R. Maville, SO-CC

THE NAVIGATOR'S NOTEBOOK

By Arthur J. Frankel

If your compass has not been corrected lately, you may find yourself stranded. There are several shoal regions which, like the Lorelei of the Rhine, beckon sailors toward trouble. Assume you are making for a channel marker (during reduced visibility) by steering a compass course, and you have a deviation of only a few degrees (of which you are unaware). If the tide is ebbing, prepare to spend the night aboard your listing boat.

Most Auxiliaries know, generally, how to prepare a deviation table. But in many sections of our local waters, the variety of ranges is limited. For adequate deviation settings, there should be at least twelve, fairly-equally-spaced directions to head. (Professionals try to use every fifteen degrees or so.)

If an Auxiliary feels serious about his/her seamanship, and if he/she wants to establish a proper and accurate deviation table, it can be done in less than two minutes. In fact, it must be done in less than two minutes. The technique is known as, "Deviation by Solar Shadow": here is the procedure. (Of course, the sun must be shining.)

- 1) Procure a Compass Corrector. (To make it worthwhile, one compass corrector may be purchased by a flotilla so that everyone may use it.) This is a device which consists of a gimballed compass card ("dumb compass") and a pin protruding perpendicularly above the center of the card. (The pin casts the solar shadow.)
- 2) Prepare a Table containing four columns and, at least, twelve rows. (See the example on next page.)
- 3) The column headings are: (I) Ship's Compass Heading (PSC); (II) Solar shadow reading; (III) Sum; (IV) Deviation
- 4) Set the compass corrector on deck or other flat surface -- in the sun. It makes no difference how the compass card is "heading".
- 5) Steady up on a compass course -- any compass course. (Col I) When course is steady, the helmsman calls out loud and clear to the observer on deck, "Mark! Mark! Mark! Compass course 360°."
- 6) At that moment, the observer (at the compass corrector) notes the degree number under the shadow line (assume that it is 076°). He then ~~records~~ the number in Column II and writes 000° in Column I. (On a compass, 000° = 360°.) Then the observer calls out, "Ready to warp her 'round!."
- 7) The helmsman changes course and steadies up on 030°. Again, he calls out as before. The procedure continues until the vessel has come full circle. (Because the sun moves at an angular rate of 1° every 4 minutes, this process should be completed in about two minutes -- and it can.)
- 8) Add Column I to Column II to get Column III. If the sum exceeds 360°, subtract 360° from that sum.

9) Total all the values in Column III; then find the mean (average).

10) Determine the difference between each number in Column III and the mean (found in step 9). Record the differences in the appropriate row of Column IV.

11) If the mean value is greater than the sum, then the deviation is EAST.

12) The mean value (average) is the sum of all the amounts in Column III divided by the number of entries in Column III.

13) The sum referred to in step 11, is the total of the number in Column I and the number in Column II (which is the number in Column III). See step #8.

Sample Table

I	II	III	IV
PSC	Solar Shadow Readings	Sum	Deviation
000	076	076	3E
030	042	072	5E
060	015	075	4E
090	348	078	1E
120	316	076	2E
150	291	081	2W
180	264	084	5W
210	235	085	6W
240	203	083	4W
270	170	080	1W
300	139	079	0
330	108	078	1E
		<u>947</u>	

Mean = 79

In Row #8, where the Ship's Compass Heading reads 210°, the sum is 85. 85 is greater than the average of 79. Referring to step 11, above, the deviation would be WEST because the mean value (79) is not greater than the sum (85).



A RESCUE OPERATION

We must remind ourselves every so often that the Coast Guard Auxiliary is not the only activity involved in rescue operations. Another organization that performs that type of function is the United States Coast Guard. It is unusual, however, when the Coast Guard finds that itself is in need of rescue assistance.

Recently, a Coast Guard H-52 helicopter underwent an in-flight engine malfunction off the west coast of Cuba. Its mother ship, the Coast Guard Cutter, Chase, had been standing helplessly in Force 6 seas. She called her base for salvage experts and flotation gear to keep the downed chopper from sinking.

In a joint effort, An Air Force H-3 Jolly Green Giant and a HC-130 air-refueling aircraft were launched from Homestead Air Force Base. The H-3, upon arrival on scene, hovered above the Chase to lower a flotation collar and two Coast Guard salvage men. In addition, the Air Force chopper crew had given up their own PFD's so that the Coast Guard helicopter could have extra buoyancy.

Before departing the scene, the Air Force Jolly Green Giant took on the outgoing mail from the Chase plus a "Coastie" who had to go on emergency leave.

Admiral B. L. Stabile, Commander of the 7th U.S. Coast Guard District, sent a highly-deserved "well-done" to the Air Force crews.

The other side of the coin relates still another search mission.

An Air Force F-4 controller was accidentally ejected from his aircraft during a training flight over the Gulf of Mexico. Despite the fact that the flier's parachute failed to deploy, the U.S. Coast Guard spent many, long hours and days conducting an exhaustive search for anything that could be identified as the aircrewman's body or aircraft equipment. After finding nothing for several days, the search, regrettably, had to be abandoned. Not until all efforts have been expended, will the Coast Guard give up.

For those who may be interested in reading more about the Coast Guard and its rescue adventures, RESCUE AT SEA by Capt. John M. Walters, Jr., USCG is recommended.