

# The Helm

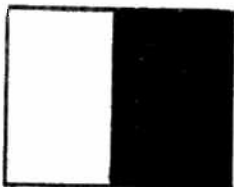
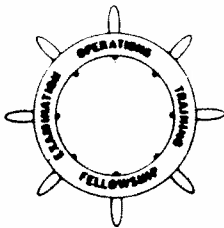
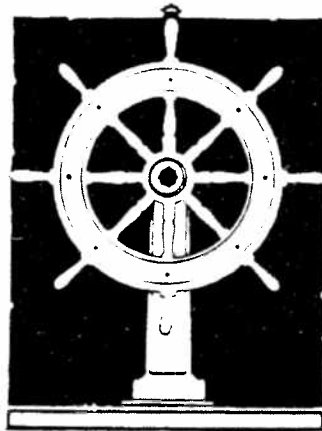


**DIV VI**

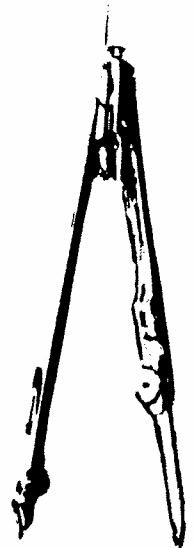
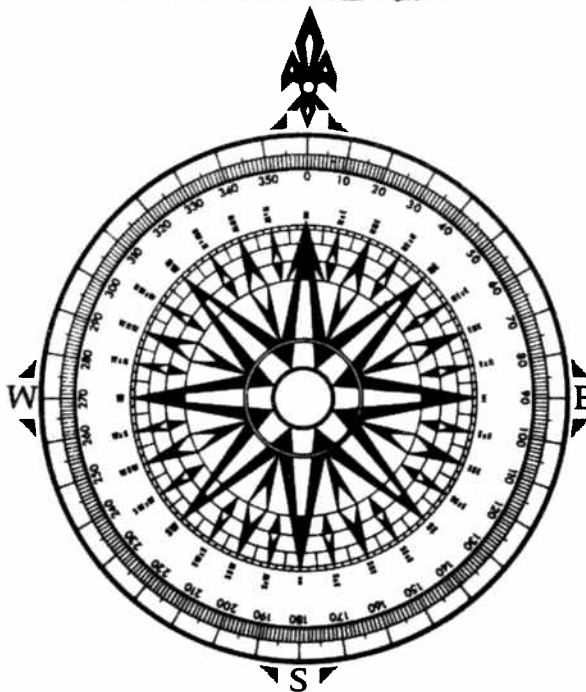
**7th USCG DIST**

**MIAMI, FL**

**8 81**  
**QUARTER**



**KILO**



### 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

Comments from the

## **DIVISION VICE CAPTAIN**

Eight months of the year are behind us, and we should begin to review our flotilla goals to assure ourselves that these goals will be met between now and that awesome date known as "15 November".

Flotilla and individual awards are based on information which is submitted by the FSO-IS and entered on the performance record form. Each Auxiliarist should check with his FSO-IS to determine that all of his/her Mission Man-Hour Cards had been reported -- before that awesome date known as "15 November".

Time has a way of slipping by quickly during the last few months of the year. Avoid the last minute rush this year; avoid confusion and disappointment when the time rolls around for presentation of awards.

HARRY CHIDDENTON VCP VI

ARTHUR J. FRANKEL  
SO-PB  
8246 SW 103 Avenue  
Kendall, FL 33173

## C O M M E N T

Before we address comments and questions from some of our members, please note that the cover page has been tidied up a bit since the previous issue. The compass rose, for example, is clearer.

Several questions arose as to the meaning of the white and black rectangles over the word, "Kilo". The colors are not really white and black -- they only appear that way because we do not have a color publication. The real colors are yellow and blue; the KILO signal flag is represented on the cover because it means, "I wish to communicate with you".

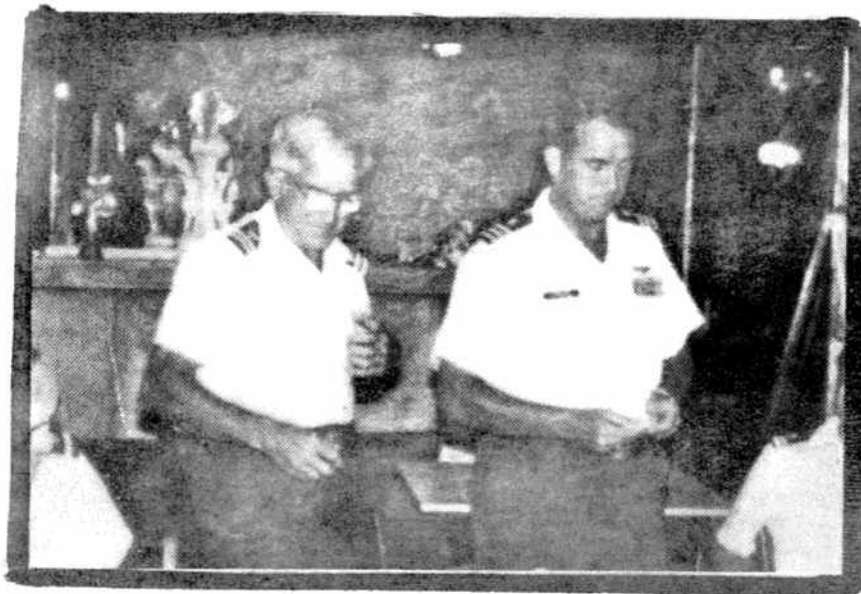
The following is an anonymous contribution.

### YOU ARE A KXY AUXILIARIST

Even though my typewriter is an old model, it works quite well, except for one of the keys. It is true that there are 43 keys that function well enough, but just one key not working makes all the difference.

Sometimes it seems that the Auxiliary is like my typewriter -- not all the members are working properly. You may say, "I am only one member and won't make or break a program." But it does make a difference because any program, to be effective, must have the active participation of every member.

So the next time you think about being only one person, remember my typewriter and say to yourself: "I am a Kxy Auxiliarist and I am needed very much."



CDR James Sutherland of HQ, 7th U.S. Coast Guard District is being introduced by Russ Cooper FC 67 at a flotilla meeting

## TAKE CARE OF YOUR NEW MEMBERS!

Sometimes we do not give enough attention to the new members. This happens in many organizations. We should all help our flotilla by making the new members feel welcome until they get the feeling of belonging, only then will they continue to belong. I think that the indifference to new members at the meetings or other functions are the main reasons for many of them not returning, they just fade away. Without new members any organization becomes stagnant and weak. New members bring new blood that restores new life that is very much needed for an organization to survive and accomplish the goals that they are after.

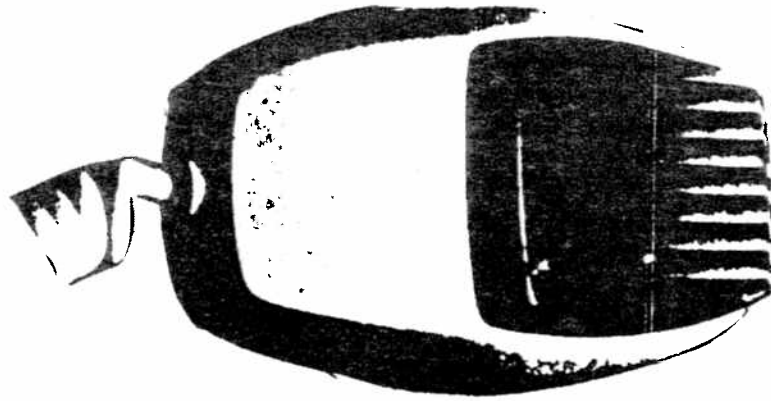
By all means and I cannot emphasize this strong enough, let us not overlook the contributions made and being made by the old members down through the years to the flotilla and the United States Coast Guard Auxiliary. They contribute not only the use of their equipment, their time and sometime their money like the rest of us, but also they have helped to create the high esteem and a reputation full of pride for the Coast Guard Auxiliary not to mention their value in consulting, guiding and teaching us because of the vast knowledge acquired down through the years.

The old members are the heart and the new members are the blood of the flotilla, they must work together. All we have to do is to nourish the spirit of comradeship with respect for one another and we cannot lose.

In the future let us make the new members feel that they also are a part of our flotilla by greeting them at the meetings. We know that they are needed so let make them feel this way and to you new members, I wish to say this, " Our Flotilla is your flotilla. Let's show our division what we can do TOGETHER."

Al Ponzol FSO-PB.

# COMMUNICATIONS



By Mimi Allgair SO-CM

There still seems to be some misunderstanding as to the correct call signs for fixed land, mobile and portable units. Officers Manuel Communications section Instruction 4 gives the correct call signs for these units.

Auxiliary Fixed Land Station: "Coast Guard Auxiliary (name of geographical location of station) Radio." The name of an existing Coast Guard radio equipped unit may not be used. If two or more fixed land stations exist in the same geographical area, the subdivision, street, or other local area name should be used.

Auxiliary Land Mobile Station: "Coast Guard Auxiliary (Flotilla geographical name from charter) mobile." The name of an existing Coast Guard radio equipped unit may not be used. If two or more land mobile stations exist in the same flotilla, a numerical suffix will be assigned by the FSO-CM.

Auxiliary Aircraft Facility: "Coast Guard Auxiliary Aircraft (Aircraft number).

Portable transceivers use the call (1) thru (5) above, as appropriate, plus "Portable."

The owner/operator must have successfully completed the Communications Operational Specialty Course. in order to qualify for ACU status. Also must have 25% ownership of unit, be basically qualified, capable of operating on channel 16 and at least one working frequency, be approved as ACU by Coast Guard Chief Comms. Branch, AND INSPECTED ANNUALLY BY A CI Inspector!

The Hurricane season is upon us and many of these units may be called into service. An organized communications system is now being established to be used in event of a hurricane in this area.

LETS NOT BE LAGGING AND DRAGGING!

In the last issue, we discussed the importance of maintaining a good Radio Log. Now, we will see how to actually "write-up" the Log. First of all, let me point out that we are discussing B&E (basics & essentials). A Coast Guard Radioman (RM) spends many weeks training, among other things, in the essentials of Radio Log preparation, control and management. Accordingly, just to get "our feet wet", I will cover the basic format only. Below, is a sample Radio Log for the Facility "Blue Seas". Important items are highlighted from one to ten and then discussed in greater detail.

1. HEADING - Specify the Station keeping the Log. Specify the fact that it is a Radio Log! Remember, you can have Deck Logs, Engine Logs, SAR Logs, Watch Logs, etc., etc. Even your land or mobile Radio Station has a separate Log. Specify the date. Let there be no doubt.
2. OPENING THE LOG - Somebody has to be responsible for the Log and the communications. In this case, J. Smith is the one. The frequency or frequencies being guarded must be specified. Perhaps you have something (SAR, message traffic) pending from a previous Radio Log or Radio Watch. This must be specified. In this case we have no SAR pending (SAR Nil) and no message traffic pending (TFC nil). How about the equipment? It's great. Thank you (EqP Nml). By the way, feel free to abbreviate if the abbreviations to be used are commonly recognized and accepted. If in doubt, do not abbreviate. Some common abbreviations are ; AUX=Auxiliary , FAC=Facility , ZKR=Guarding , TFC=Traffic , EQP=Equipment , KBR=Key Biscayne Radio , NCF=Coast Guard Miami , OVR=over , TI=this is , M/V=Motor Vessel , R=Roger , OPS=Operations , NML=normal , (C/FILES)=means that you should check the individual SAR forms for additional information , Z=Zulu time , (3)=the number in parentheses refers to the number of times the phrase was repeated or the call was made , ZUB=at this time, at this moment, now, when logged .
3. FREQUENCY - Self-explanatory but essential.
4. TIMES - Again, self-explanatory but essential. We must show the time (in UTC/ZULU) of the communication being logged.
5. IF YOU SEND IT, LOG IT - Even if the station called does not answer, log the fact that you did attempt communication. This one is important. Someone who may have been expecting a call can claim that you failed to even try.
6. DOUBLE SLANT - The double slant bar (//) identifies the "circuit changeover". This is the point at which one station finishes and the other station replies, or fails to reply (as this example shows).
7. C/FILES - How would you like to have to log every single bit of information regarding a specific SAR case? Nope. You would never finish! So, by using this item (in parentheses) at the end of the entry (for SAR cases) you are saying that for additional or specific information regarding that case (s), you should refer to the SAR forms and (or) SAR Logs. The SAR forms and (or) SAR Logs are usually stored with the Radio Logs.
8. OPNOTE - The Radioman can use this entry for any piece of important information pertaining to the actual Radio Log and (or) the keeping of same. This is not a Radio Transmission or communication but rather a sort of "footnote". It's great when you have to cover your....
9. OPERATIONS NORMAL CHECKS - Please refer to point No. 5. Remember, always Log the Ops Normal (OPS NML) check. If you keep a guard that requires an Operations Normal check it is your duty to comply.

(continued)

10. SORRY, I FORGOT! - No problem. It does not mean that you have to do the Radio Log all over again. If you made and (or) received a radio transmission and forgot to log the thing, fear not! All you have to do is enter the information with the "prefix" DELAYED ENTRY. However, when you jot down the time, do not use the time you actually typed-in the entry (as delayed) but rather the time when the actual communication took place. Now, somebody checking the Log might be browsing down the time column and observe an "out of sequence" time entry. That's fine. When you look at the entry, the phrase DELAYED ENTRY will explain the discrepancy. Remember, you must also sign your Radio Log. Any errors should be crossed-out with a single line and then initialed.

SAMPLE RADIO LOG FOR THE USCGAUX FACILITY "BLUE SEAS"

RADIOTELEPHONE LOG ← ①  
USCGAUXFAC "BLUE SEAS"

CALL SIGN: \_\_\_\_\_  
12 MAY 1981

	FREQUENCY	TIME
J. SMITH SET WATCH/BEGIN RADIO DAY ZKR 156.8 MHZ AND		
157.175 MHZ SAR NIL TFC NIL EQP NML	ZUB	1500z
KBR (2) TI USCGAUXFAC BLUE SEAS OVR//	157.175 MHZ	1503z
KBR TI USCGAUXFAC BLUE SEAS (2) OVR//BLUE SEAS TI KBR WAIT	157.175 MHZ	1504z
KBR TI USCGAUXFAC BLUE SEAS OVR//BLUE SEAS TI KBR SHIFT		
CH 83 OUT//TI BLUE SEAS R SHIFTING OUT	156.8 MHZ	1506z
CGAUX VESSEL BLUE SEAS TI KBR OVR//KBR TI BLUE SEAS OVR//		
R GOOD MORN YR ORDER NBR 2345 NEG TFC OVR//KBR R OUT	157.175 MHZ	1507z
OPNOTE: EXTENDED RADIO GUARD TO INCLUDE 2182 KHZ SSB	ZUB	1508z
CGAUX VESSEL BLUE SEAS TI WYR 2157 M/V LEAKY BUCKET OVR//		
LEAKY BUCKET TI BLUE SEAS REQ SHIFT CH22A OVR//BLUE SEAS		
TI LEAKY BUCKET R SHIFTING OUT	156.8 MHZ	1510z
LEAKY BUCKET TI CGAUX VESSEL BLUE SEAS OVR//BLUE SEAS TI		
LEAKY BUCKET WYR 2157 OVR//R WHAT CAN I DO FOR YOU OVR//		
ARE YOU THE VESSEL GOING TO AST ME OVR//LEAKY BUCKET TI	157.1 MHZ	1512z
BLUE SEAS I DID NOT KNOW YOU NEEDED AST REQ YOU STAND-BY	157.175 MHZ	1513z
KBR TI CGAUX VESSEL BLUE SEAS OVR//		
USCGAUX VESSEL BLUE SEAS TI USCGC POINT LOOKOUT OVR//POINT		
LOOKOUT TI BLUE SEAS SHIFT 2678 KHZ OUT	2182 KHZ	1514z
BLUE SEAS TI POINT LOOKOUT I MONITORED PART OF YOUR TX ON		
VHF REP M/V LEAKY BUCKET BE ADVISED I WILL AST THAT VESSEL		
MY ETA O/S 30 MIN OVR//POINT LOOKOUT TIAUX VSL BLUE SEAS R HE		
IS ALL YOURS SUGGEST YOU CONTACT HIM CH 22A OUT	2678 KHZ	1515z
USCGAUX BLUE SEAS TI KER OVR//KER TI BLUE SEAS OVR//E REQ		
YOU AST DISABLED VESSEL PSN BOUY NBR 1 GOVERNMENT CUT CHANNEL		
OVR//KER TI BLUE SEAS R ETA O/S 15 MIN OUT (C/FILES)	157.175 MHZ	1520z
USCGAUX VESSEL BLUE SEAS TI KBR OVR//KBR TI BLUE SEAS OVR//		
R OPS NML CHECK OVR//R OPS NML OUT	157.175 MHZ	1622z
OPNOTE: TERMINATED GUARD 156.8 MHZ DUE SCANNER MALFUNCTION	ZUB	1624z
DELAYED ENTRY: CGAUX AIR RESCUE ALFA TI CGAUX VESSEL BLUE		
SEAS OVR//	156.8 MHZ	1518z
SECURED RADIO WATCH, SAR NIL, TFC NIL, CHANNEL 16 SCANNER INOP	ZUB	2340z

J. Smith  
SMITH, USCGAUX  
0700602022



For NAVIGATORS Only

The Caine Mutiny, by Herman Wouk, describes an intriguing tale of a fictitious DMS (Destroyer Mine Sweeper). Mr. Wouk actually served aboard such a ship in the Pacific as one of her officers during the Big War.

One of the fascinating incidents in the story forms the basis of this problem. The Caine had just completed her task as a target-towing ship. The target was trailing 2000 yards astern when Capt. Queeg ordered, "Right standard rudder". Repeating the order word-for-word with an added "sir", the helmsman spun the wheel hard. The Captain then stepped onto the starboard wing where he proceeded to reprimand a sailor and to admonish his officer. Meanwhile, "... the Caine responding to the helm swung around in a wide arc. The target and its towline began to drift up on the starboard side. The turning diameter of the Caine was 1000 yards. Ordinarily, the helmsman would have called fact to the captain's attention. But he refrained from speaking because he had just been severely reprovved by the captain for speaking up during a recent situation." He had been clearly instructed to hold the course as given by the captain. Eventually, the Caine completed her turning circle, and she steamed over her own tow cable. She had cut the line.

Assuming that the Caine had been making 20 knots from the time she began to turn:

- (1) What distance had she tracked around the circle?
- (2) How long did it take her to complete the circular track?

See answers  
elsewhere in  
this issue

Where in the world does America's day begin?

Where in the world does America's day end?

Clem Baker FC 64 receives a letter of appreciation from the Group Commander. LT Tom Johnson of GRUMIA congratulates Clem.

LT Johnson is to the right of Clem on the photo. LTJG Marshall Thomas, the Coast Guard Auxiliary Liaison Office is sitting at the table.



WHERE HAS FELLOWSHIP GONE.....?

Since the Auxiliary was formed, one of the most important parts of the organization was fellowship. Lately it has gone with the wind.

To signify the importance of the above statement, let me relate a short story that took place right here in our Division. To be more specific, in the Matheson Hammock area.

A patrol vessel was conducting it's SAR duties for the day, during the month of June, and as always the Skipper was doing a terrific job. The Skipper had a vessel in tow from Southbay to Matheson, but one of the vessel's engines broke down. Naturally she reported to Key Biscayne Radio, but could not complete the tow.

The vessel was going back through Area 26, heading South to the Feather Beds and on to South Bay. The other engine broke down and the Area 26 vessel was called for assistance. Unfortunately it was impossible for them to assist in as much as they were already towing another vessel. It would have taken the Area 26 Skipper approximately two hours before being able to assist. The Rickenbacker vessel was then called but could not render assistance because it was docked at Coast Guard Group Miami. The base was forced to send one of their own vessels to get this Auxiliary patrol vessel in distress back to safe port.

What are we out there for? What are those Skippers doing at the Base, with their vessels tied to the docks? What kind of support are we rendering to the Coast Guard? Most important - WHERE HAS FELLOWSHIP GONE.....?

Ask yourself these questions and when doing so, meditate on the answers you are getting, just for the sake of the whole Coast Guard Auxiliary.

Let us work professionally. That means do what we have to do to help other people, as well as our own.

Eduardo Cifuentes

Flotilla Commander 6-11

The story below is fiction. However, it is based on actual incidents recorded in COASTLINE -- a publication of the U.S. Coast Guard 7th District. The story is edited for The Helm.

### It's War!

"All hands, General Quarters! Man your Battle Stations!" An old war movie about the Navy? No -- a 1981 real live version about the United States Coast Guard.

The cutter was steaming about 200 miles off the Carolina coast; the ship had been completely dark even as dawn began to break on the eastern horizon.

"Bridge, Radar. Contact bearing 005 relative; range 18,000 yards."

"Call the captain; this may be the one we got the tip on."

Meanwhile the navigator commenced the plot to determine the target's course and speed. The captain ordered extra lookouts on the upper bridge. In a few minutes, the navigator calculated the target's position. New orders: "Steer 335. All Engine Ahead Full." The cutter began to close her target. Everyone on the bridge began straining through his binoculars. From topside, a lookout called through the speaking tube, "Looks like a small freighter."

"All ahead two-thirds" directs the XO. The cutter quickly shortens the range. International signal flags CS are rapidly sent aloft on the halyards. (CS = "Identify Yourself") The crew had already been at Battle Stations: 5-in. gun; 20-mm cannons; and .50-cal machine guns all trained on the mystery ship.

Finally, one of the crew aboard the freighter runs toward the stern and hauls up the Panamanian flag. Then radio communications are established. But the freighter's radio operator speaks in Spanish. Fortunately, one of the Coasties understands Spanish. He translated the message, "We are bound for Portsmouth".

The cutter's captain immediately notifies Coast Guard Atlantic Area Headquarters for authority to board the freighter. Meantime the rusty tramp comes about and begins to speed. She now heads southeast with the cutter on her fantail.

Later that day, Atlantic Area advises the cutter's captain that the vessel is not of Panamanian registry and authorizes a board and search. The cutter tries repeatedly to call the freighter via radio. No response to any of the transmissions. Up go the signal flags SQ3 (Heave to, prepare to receive my boarding party). Immediately the bogus Panamanian sends up RS (You cannot board). Then the radio crackles -- and in good English this time, the freighter's captain screams, "I am in international waters and I am proceeding to St. Martin." The Coast Guard captain: "I have authority to board and search your vessel. Heave to or we will open fire!" Before anyone aboard the cutter began to realize it, the tramp comes hard about and heads straight for the cutter.

"All ahead flank!" The cutter literally leaps forward and manages to get out of the way. Then she comes hard right and positions herself astern of the threatening ship. One of the 20-mm guns is ordered to aim and fire at the freighter's screws. But the tramp keeps moving. A second, longer burst follows. Then the radio: "OK Coast Guard. You have destroyed my props."

A boarding party is put over the side. They find tons of cargo that looks, smells, and feels and tests like hashish. The cutter is given orders to seize the vagabond vessel. The boarding party now becomes the prize crew, and they sail her into Norfolk.

It's War! It's all in a day's work.

### THE HAND SALUTE

Occasionally, an opportunity arises which requires an Auxiliarist -- in proper uniform -- to salute. We go aboard USCG vessels; we pass in review; we attend change-of-command ceremonies, etc. These situations require that the Auxiliarist may have to salute. Unfortunately, there are many Auxiliarists who do not know how to salute correctly. An improper salute is sloppy and reflects discredit upon the uniform, the Auxiliary, and upon the United States Coast Guard.

Time should be provided (during flotilla meetings would be ideal) to teach members how to salute. This is the way to do it:

A salute is rendered while at a position of attention: standing, sitting, or walking; in uniform with a cap or proper headdress. The salute is executed and completed in two counts.

1. The right hand is raised smartly until the tip of the forefinger touches the lowest and most forward part of the cap, above and slightly to the right of the right eye.

2. The thumb and fingers are extended and joined; palm to the left; upper arm horizontal; forearm inclined at about 45°, hand and wrist straight. At the same time the head and eyes are turned toward The Flag or the person being saluted.

3. When the salute has been acknowledged, the arm is lowered smartly to its proper position by the side -- in one motion. The head and eyes are turned to the front at the same time.

Be proud of your salute, and be careful to avoid these errors:

- a. Axis of the head and neck not vertical (in other words, don't slouch)
- b. Fingers not extended and joined
- c. Wrist not straight
- d. Palm or back of the hand to the front
- e. Left hand not along the side
- f. Completing the salute by dropping the hand to the side **sluggishly** or in more than one motion.
- g. Cigaret, cigar, pipe, etc. in the mouth

## GROWTH & RETENTION

Membership, nationwide and in our own Division, has been steadily decreasing. In Dade County, where the population has virtually doubled in the last ten years, our Division membership has dropped. This translates in too few boats and a paucity of crews. We have not always been able to consistently or completely meet our mission requirements on the water or the KBR manning. There is a similar poor showing in other cornerstones. (These conditions seem to be true nation-wide according to NARCO-E William B. Parsons.)

But there is an optimistic note for us. DIRAUX has approved the formation of a Kendall flotilla. It is well-known that the Kendall region is the fastest growing suburban area in the entire country. And the median age is much lower than for the rest of Dade County. BQ training is under for new members. In fact, four prospective facility owners have completed their BQ training. As soon as the flotilla becomes active, its first mission will be to conduct a PE class, which is already scheduled to start Monday, 5 October. The class will be held at the Devon Aire Community School, 10501 SW 122 Avenue (corner of 104 St). The time: 1930Q. Based upon past experience, the class should be one of the largest in the Division. The probability is good that it will result in a goodly number of aggressive recruits. It will also provide an opportunity for wives of Auxiliarists (who are not now Auxiliarists themselves and who cannot join their husband's flotilla because of the limit of the flotilla's membership level) who want to become Auxiliarists so that they can join each other on patrol.

## NON-ROUTINE PATROL

An unusual assist occurred awhile back. Dave Mindell (6-10) on patrol in Buena Vista encountered a couple in a row boat. The two POB, Curtis and Kathlene Saville, had rowed 3600 miles across the Atlantic from Casablanca. They made it to Biscayne Bay, where a heavy squall had blown in. Although the row boat was built for ocean passage, it was managing badly in the heavy Bay chop. In addition, the rowers could not find their destination -- Coral Gables Waterway.

Dave hailed them and asked if they needed assistance. "Yes, yes!" was the anxious reply. So Dave towed the rowboat to her destination. Of course, the Buena Vista had notified KBR to call the man whom the rowers were to visit.

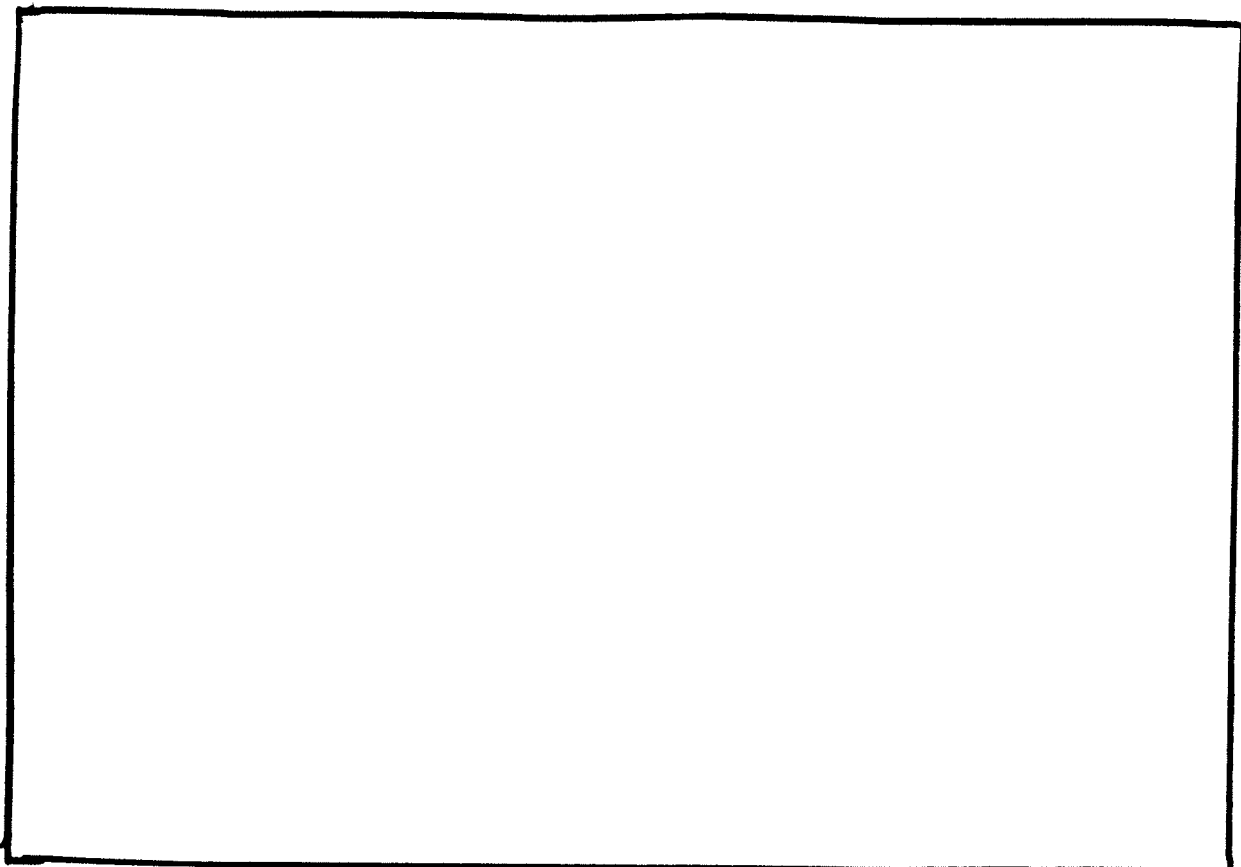
It was not only a good assist, it was a good deed.

## The Uniform

Joel Aberbach does a super job of photographing and providing The Helm with pictures of Auxiliary interest. One of the photos that should have been published in this issue showed a group of Auxiliarists aboard a 41 boat. The criteria for publishing pictures of Auxiliarists in an Auxiliary publication require that Auxiliarists be in proper uniform and that they reflect honor upon the Auxiliary and the United States Coast Guard.

Five of the sixteen Auxiliarists aboard the boat were out of uniform.

Whether or not a picture is to be taken, Auxiliarists should always wear the uniform properly and proudly.



As far as the continental U.S., each day begins in Miami before it begins in Chicago, Denver, or San Francisco.

3. America's day always begins at Guam, U.S.A. and always ends at Attu, Alaska.
2. It took 4.7 minutes to complete the circle.
1. The USS Gaine had tracked 3140 yards around the circle.

FOR NAVIGATORS ONLY