



The Cary Flotilla



2nd Quarter 2007

US Coast Guard Auxiliary - Fifth Southern District - Division 9 - Flotilla 11

Carolina FALL BOAT SHOW & SALE

- Aug 24—26, 2007
- Last show of the year
- Watchstanders needed to meet and greet the public
- Get your time in now
- Call Jim Ashley 469-8360

History

On October 19, 1996 Congress greatly increased the responsibilities and training of the Auxiliary. The intent of Congress was to expand the ability of the Coast Guard to utilize the Coast Guard Auxiliary for missions not contemplated in 1939.

The *Coast Guard Authorization Act* increased the scope of the Auxiliaries' duties to include any role, mission, or operation that the Commandant of the Coast Guard might envision.

Thus, the Auxiliary, traditionally known for its Boating Safely Classes and Vessel Safety Checks, will have greatly increased responsibilities. Currently, the Auxiliary has 35,000 members in all 50 states.

Prevention = PE + VSC + PV

As I started to perform patrols this year as a newly certified coxswain, there has been a common denominator, the public NEEDS more education.



Now I know this is not news to any of you but it just blows my scuppers to see children without life jackets. On July 14th while on patrol on Jordan Lake, T. Scott, FSO-MS as crew, we spoke to 4 families regarding their children not wearing life jackets.

As we spoke to the parents, they HAD NO IDEA that there was such a law regarding children 12 years of age and younger were required to wear a life jacket while underway, unless they were in a cabin, or anchored/tied to a dock.

This just proved to me that the public needs us to get out there and promote Boating Safety, either through your PE classes, VSC programs or RBSPV visits. This is where we really need to concentrate our efforts, if we teach more people about boating safety, then hopefully we can cut down on the SAR callouts.

As a father of 2 girls, 3 and 5 years old, they do not go near the water without their life jackets.

Also on this patrol we had 2 SAR's due to engine casualties and towed a 12ft floating log up onto the shore so no one could hit it with their PWC or boat.

It was a busy day on the water for the Cary Flotilla.

—Ken Hoadley, VFC



New Members Notebook

A hoy! This is an occasional column for the Coast Guard Auxiliary publications program, written from the point of view of a new member.

I started my journey with the Coast Guard Auxiliary in the fall of 2006 when I attend the *Boating*

"Your 1st Flotilla Meeting

Skills & Seamanship (BS&S) class, and got interested in the various missions of the Auxiliary. Along the way, I saw a lot of things done right and some things that can be done better to make the voyage of a new member smooth, enjoyable, and productive.

Members join the Auxiliary for many reasons, and from many walks of life.

The great common ground is a love of boats and boating, and a desire to serve the public interest. Beyond that, you will find members of nearly every background, professional interest, or walk of life. Among them you will make new friends and share some terrific experiences.

... Continued on next page

“Your First Flotilla Meeting” continued

My own interest in the Auxiliary came in part from having friends who were members who talked (a lot!) about the experience. This was tied to a desire to find a way to enjoy boating year-round.

In North Carolina the inland boating season lasts 6-9 months depending on weather, drought, and the occasional hurricane. I wanted a way to enjoy my hobby even during the cold months, and participation in the Auxiliary meant that I could not only enjoy the fellowship of other boating enthusiasts in the winter months, but I could participate in training and education activities that would make me a better boater and a better Auxiliarist during that “down time.”

No matter what brings the interested boater (and potential new member) to the Auxiliary, there is always the “First Flotilla Meeting.” This is perhaps the most important hour or two in the relationship between the Auxiliary and someone interested in

The first meeting, is where the new member will learn about the people of the Auxiliary, and see firsthand where and how the work of the Auxiliary gets done

becoming a member. This, is where the new member will learn about the people of the Auxiliary, see firsthand where and how the work of the Auxiliary gets done, and will first sample the “culture” of the Auxiliary.

This can be a very intimidating time for the potential new member. More often than not, they’ve learned about the Auxiliary through an event like a Vessel Safety Check station or a Public Education class, or perhaps by word-of-mouth from a friend. In

any case, they start with only a glimmer of knowledge about all the Auxiliary can offer, but if they come to a meeting, it means they want to know more. What we show them at that first encounter can often make the difference between starting a life-long journey with the Auxiliary and a glancing encounter that goes nowhere.

It’s not too strong to think of the prospective member’s first meeting as a “first date.” We should be doing everything we can to make a good first impression – the kind of good impression that leaves the door open to that “second date.” The general meeting should be the finest example of professional behavior. And because each and every meeting may have visitors, prospective members, and new members trying to learn the ropes, it means each meeting should always be one where we are on our best behavior.

Here are some suggestions that I would offer any Flotilla that wants to welcome potential and new members during that early process:

Talk to the visitor! Some folks are shy and introverted, and others are outgoing and talkative – this is true of both the visitors and the Flotilla members. Make time to help them feel comfortable.



Don’t make assumptions. We are a very diverse country, and one that honors and supports a wide range of political, religious, and

social viewpoints. Take time to learn about the new member rather than assuming he or she is “just like you.”

Making assumptions about the interests, beliefs, or politics of a new member is one of the quickest ways to create a barrier between them and the Auxiliary – if the Auxiliary is perceived as a club for people with identical viewpoints, then we will drive away new members at a time when we need them more than ever.

Take the interpersonal conflicts out of the room. In any organization the size of a healthy flotilla, there will be conflicts from time to time. This may be as simple as a disagreement over a proper procedure or as complex as arguments over direction and leadership. In any case, when a conversation heads towards an argument, we are only showing our guests how unprofessional we can be. When emotion drives the discussion, we may scare away a new member in no time.

Run a professional meeting. Have an agenda that results in a productive meeting. Follow the guidelines for a successful meeting. Don’t interrupt or digress from the agenda inappropriately. Save new business for the right part of the agenda rather than whenever it occurs to you. Treat each other with the respect that a new member would want accorded to them as well.

That’s all for now. The next notebook entry will talk about what the new membership application process is like, and how it can shape the course of the new member’s early learning.

–Tom Cole, CS

CommsGuard Update

A verbal instruction from Sector North Carolina directed that auxiliary operational surface patrols must have a land based fixed or mobile communications guard while auxiliary vessel facilities are on the water.

This prescription is rather stringent in that no substitutes for VHF marine band radios, either fixed station or mobile, could be used for this purpose.

Since CommsGuard is not only an important but an imperative element of our operational discipline, a “brush pass” at our Jordan Lake communications facilities might be useful for our readers. First the photos:

The USCG Auxiliary Jordan Lake Radio Station (as it is identified) is located in a US Army Corps of Engineers provided trailer at the New Hope Overlook ramp parking area. This recent photo below shows our new signage.



Inside the trailer a radio console is configured with three radios and a scanner.



The following photo shows the devices:

- ◆The device furthest to the left is a scanner.
- ◆The radio second from the left is a marine band VHF radio normally set on channel 83A (our CG working channel)
- ◆The radio third from left is a marine band VHF radio normally set on channel 16 (the hailing and distress channel).
- ◆The last device furthest to the right is a CB band radio normally set to channel 9.

Another photo below showing a side view of the radio devices and speaker enclosures located on top.



The photo below shows the rear of the radio console. Watch standers will remove all antenna connections at the close of their duty for safety during lightning storms.



The next photo shows the high gain (11db) antenna used to monitor and operate on channel 16 (in the event of poor communications with patrol vessels, this may be swapped to operate on channel 83A).



This next photo shows the antenna (6db) used to operate on channel 83A with our Patrol vessels



Below is the main entry of electrical power to the trailer. After each duty session, the two breakers are turned off and the metal lid closed.



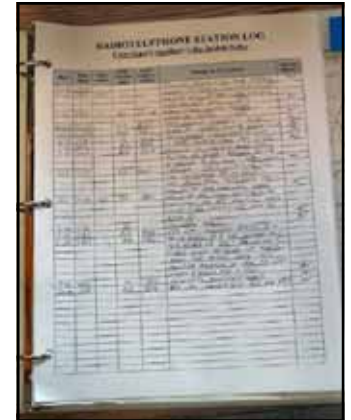
The photo below shows the position the watch stander uses in performing the tasks as CommsGuard. Note the AC/DC power supply to the right of the console.

The next photo shows



a sample of radio log entries required of every

watch stander during their tour of duty.:



Some specifics pertaining to CommsGuard duties:

- ◆ All watch standers performing CommsGuard duties must have successfully completed the AUXCOM specialty course. AP members may assist CommsGuard qualified members during the course of their watch standing duties.
- ◆ Cell phones will be required by watch standers to contact Sector NC in the event SAR case numbers are required. Pertinent telephone numbers for Sector NC and other local emergency responders are posted in the trailer. Please note that of this writing, cell phone service is marginal for many carriers in the New Hope Overlook parking area.
- ◆ Watch standers must be familiar with the AOR of Jordan Lake. Maps are posted in the trailer. Training for watch standers is available from the FSO-CM.
- ◆ The trailer is air conditioned and it has a heater in the event of cold weather usage.

CommsGuard is an important part of the flotilla's operational capabilities and it can be challenging and “fun”. We need members support to keep our patrols on the water.

– Phil Vasko, FSO-CM

Big Fish Story

Our trip to Alaska last spring was "reely" great.

We drove 5,699 miles on 823 gallons of gasoline. (Tina and I are still on speaking terms.)

The lowest cost was \$2.969/gallon in the US and the highest was \$5.184/gallon in Canada. Gasoline cost \$2.99 here in Anchorage, AK.

We stayed at the FAM-CAMP RV campground at Elmendorf AFB. The campground is one of the better ones in the area. Tina and I did some sight-seeing in the Anchorage area while waiting for grandsons to fly in on June 28th. They stayed with us a full month.

We have had a great time and took hundreds of

pictures of snow capped mountains. Some of the places we stopped were over two hundred miles from the nearest grocery store and gasoline.

On the way up, I fished six days and caught fish on four of them. The first day I caught a 4 pound Dolly Varden in BC.



A Dolly Varden

On the fourth fishing day I caught seven lake

trout at Swan Lake in BC; they range from 4 - 8 pounds each.



'nuther Dolly Varden

On the fifth day of fishing at Lake Louise, AK, I caught 3 Lake trout...



Lake Trout

and on the next day I caught 4 more Lake trout.



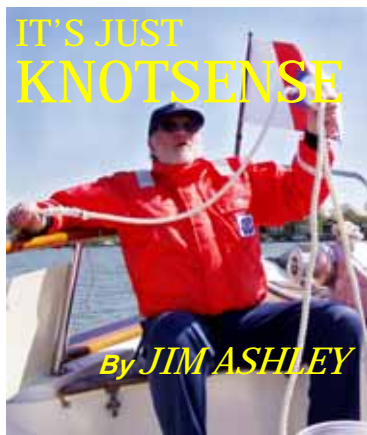
More Lake Trout

- Danny Collins

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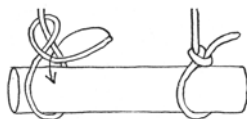
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The BUNTLINE HITCH

This hitch serves well as a JAM KNOT. It consists of a CLOVE HITCH tied around its own standing part in the opposite way to which TWO HALF HITCHES are taken.



Reference: *The Ashley Book of Knots*, Clifford W. Ashley ©1944



Jim Ashley, FSO-PA presented a Certificate of Appreciation to Chris Mace of Choplin Marine for including the Cary Flotilla in their Summer Boat Show.