Thanks to everyone for continued volunteer service to the U.S. Coast Guard and our boating public. It is always tough to find time to get things done in our personal lives, let alone making extra time for service with the CG Auxiliary.

Our grant application to the Swamp Fox Boat Club for a portable generator has been approved. The portable generator will assist us in providing ongoing and continued service to the boating communities surrounding Lakes Marion and Moultrie. We will be presented with the portable generator at their September 29th meeting and I certainly hope we can have as many members present as possible. Thanks to the Swamp Fox Boat Club for their continuing support of Flotilla 12-1!

During the Labor Day weekend, many of our members will be training on Lake Murray with Flotilla 12-3, along with Flotilla 25 and 21 from Augusta, GA. The training will be facilitated by U.S. Coast Guard members from Station Charleston. The training will be primarily to enhance and coordinate our Crew/Coxswain standards.

Please remember to submit your 2015 dues to FSO-FN Sep Harvin, if you need the address contact me. Dues are to be submitted by 15 September. Lee Rudd, FSO-PV, will not continue his membership. We thank Lee for his time and service with the Auxiliary and to our boating public.Ω

Thanks to everyone for making our 2014 efforts successful!!

D7 no longer operates a materials store. Go to ShopAuxiliary.com to order uniforms, etc.
As the summer boating season starts winding down, there is still much to be done. Labor Day weekend will be busy as we participate in a joint training exercise with other Flotillas and the active duty Coast Guard. This is a great opportunity to learn proper techniques in the operations area.

This is also a time to look forward. We have elections coming up and staff positions open. Please consider where your talents can best be used. Thank you for all you do and your commitment to the Auxiliary. Ω

During August we have concentrated on reviewing and improving our navigation skills. We followed up our review of charts and plotting a course with a session on set and drift. Also, we have five members along with two facilities planning to attend the Crew and Coxswain training at Lake Murray the weekend of 30 – 31 August. This is a great opportunity for us to hone our crew and coxswain skills as well as enjoy the fellowship of our fellow Auxiliarist and work with members of the regular Coast Guard. Ω

On Thursday, 11 September 2014, an American flag should be displayed outside every home, apartment, office, and store in the United States. Every individual should make it their duty to display an American flag on this thirteenth anniversary of one of our country’s worst tragedies. We do this to honor those who lost their lives on 9/11, their families, and friends and the pain, and those who today are fighting at home and abroad to preserve our cherished freedoms.

In the days, weeks and months following 9/11, our country was bathed in American flags as citizens mourned the incredible losses and stood shoulder-to-shoulder against terrorism. Sadly, those flags have all but disappeared. Our patriotism pulled us through some tough times and it shouldn’t take another attack to galvanize us in solidarity. Our American flag is the fabric of our country and together we can prevail over terrorism of all kinds.
THE INLAND SEA

OPERATIONS Joe Livingston

Your OPS Group continues to mount periodic patrols into our AOR. Most recently your facility Miss Ally patrolled a large portion of Lake Marion and into the Diversion Canal and Lake Moultrie. Aboard were Perry Moses, Coxswain, and, as crew, Vito Giardina, IPDCDR, DIV-12, and Deborah Lee, of Flotilla 12–6. The patrol went well with “OPS Normal”.

At this writing several members of the flotilla have signed on to a coxswain and boat crew training event to be held on Lake Murray near Columbia on 29 and 30 August and 1 September. Your flotilla will provide two facilities and crews for the operation. The event is being hosted by Flotilla 12–3, Lake Murray, and several Coast Guard members from Station Charleston will help conduct the training. We will report on this event in the next newsletter.

In September your OPS Group will provide two Facilities and crews for The Navy League’s Great Portage Race to be held on Lake Murray. Your facilities and others will provide Safety and traffic control for the kayakers and canoeists participating in the race.

Friends we still need more Coxswains, boat crew, radio watch standers, and facilities for your OPS Group. Please bring anyone that you think might be a good candidate to our next meeting. We really need to increase our numbers so we can increase our presence on the lakes. Ω

RECRUIT, RECRUIT, RECRUIT! ------ SEMPER PARATUS!

THROWING A LINE

1. COIL, TWIST, REPEAT
   Coil with a slight twist clockwise. Ensure each of the coils is only about 15” long and not twisted.

2. DIVIDE AND CONQUER
   Take half the coil in your left hand (if right handed) and remainder in your tossing hand.

3. LOOK BEFORE YOU THROW
   Face forward with half the coil in your right hand. Look at what you are aiming for.

4. LET IT FLY
   Using a strong swing, throw the line underhand to where you are looking and let it fly out with the remaining line following what has been tossed.
AMERICAN FLAG MYTH #4

_It is illegal to burn the American flag._

It was illegal until 1989, when the Supreme Court ruled 5 to 4 in _Texas v. Johnson_ that burning the flag is a form of symbolic speech protected by the First Amendment.

The case involved Gregory Lee Johnson, a member of the Revolutionary Communist Youth Brigade, who had burned the flag during a protest at the 1984 Republican National Convention. He was convicted of violating Texas’s flag-desecration law, fined $2,000 and sentenced to a year in jail. The Texas Court of Criminal Appeals overturned the conviction, ruling that Johnson was exercising his First Amendment right to freedom of speech.

The Supreme Court’s decision invalidated a 1968 national flag-desecration law, as well as similar laws in 48 states (all except Wyoming and Alaska). In response, Congress passed the Flag Protection Act, but that law was also challenged and wound up in the Supreme Court. The court in 1990 essentially affirmed its earlier ruling, stating that any law banning flag burning violated free speech.

Those decisions led to a national movement to amend the Constitution to make flag desecration illegal. The leading voice in that effort has been the Citizens Flag Alliance, which was founded in 1994 by the American Legion. Proposed amendments have come up regularly in the House and Senate since then but have yet to receive sufficient support.

**ADULT TRUTHS**

_I have a hard time deciphering the fine line between boredom and hunger._

**PUBLICATIONS**

**COMO Jay Dahlgren**

When writing articles/documents, you should proofread with a purposeful plan. This sometimes proves a bit difficult because, for the most part, you read what you thought you wrote. And even after letting your work “cool off,” it’s difficult to catch every error in a single reading. You might discover it is difficult to check for punctuation while you’re reading to verify details.

Therefore, try to proofread in layers. By that I mean to scan your document quickly several times, looking for different categories of errors with each reading. First, scan your document quickly to verify names, dates, numbers, and other data. Then scan the document again for missing or misplaced information. Then give it another reading for sentence structure and punctuation errors. Finally, read it for other grammatical errors.

Proofreading with a plan will save you pain during the process. Grammar and clarity are inseparable.

Grammatical mistakes may either muddy your message or mar your image. Ω

**WRITING**

**AVOID VAGUENESS; QUANTIFY WHEN YOU CAN.**

*Not:* Several prior studies ...
*But:* Three prior studies
*Not:* A large number of well completions ...
*But:* Almost 1,200 well completions ...
*Not:* We spent several weeks investigating whether ...
*But:* We spend 24 days investigating whether ...
*Not:* A majority of our lab samples ...
*But:* Eighty percent of our lab samples ...
*Not:* The hotel is several blocks from the stadium...
*But:* The hotel is six blocks from the stadium.
FC called meeting to order at 1900, followed by POA and invocation.

FSO Reports:

- **SR** reported all required reports are in;
- **OP** reported good patrol on 26 July and reminded all of upcoming Great Portage race in September;
- **DV** highlighted the flotilla's receipt of the USCG's 3 Star award for DV efforts;
- **PE** reported good meeting with Sumter Area Family Educators association;
- **MA** reported that members may have to wait for supplies as no shipping will occur until mid September;
- **VE** VE's need to get credit for VE workshop completion to get credit for VSC's conducted;
- **PB** (in abstentia) asked for articles for newsletter ASAP and reports by Tuesday, 26 Aug;
- **FN** (in-absentia) reported BOM and EOM balances; *Flotilla dues are due by 15 Sep and that the dues amount for 2015 would remain at $45*
- **NS** negative activity;
- **PV** reported that Santee State Park remains our biggest user of promotional and educational materials;
- **MT** reminded all of training to be conducted at Lake Murray over the Labor Day Weekend beginning Friday and ending Sunday;
- **FC** and members engaged in discussion of marking of navigational aids in the Santee Cooper lakes. NS said the flotilla has been given all the coordinates for the marked poles in the lakes. Suggested that all facilities have coordinates in their GPS. Another discussion ensued concerning the desirability of conducting more activities with USCG Station Charleston. Closer ties are desired by all. FC then reminded all of the upcoming Flotilla 12-1 elections at the October meeting. Those members seeking an elected office are to contact COMO Dahlgren.

**Events:** Great Portage Race on Lake Murray 20 September 2014; USCG crew training on Lake Murray, Labor Day weekend.

Meeting adjourned at 2030 following Set and Drift training. Ω

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**QUESTION:**

Why do ships and aircraft use 'mayday' as their call for help?

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Why is it that, no matter what color bubble bath you use, the bubbles are always white?
The below can be copied/cut out/laminated and kept on your vessel. Those VEIs that are amenable to the idea, can pass these out to those vessels.

<table>
<thead>
<tr>
<th>Lighting Arrangement</th>
<th>Rhyme</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>White over red</td>
<td>Pilot ahead</td>
<td>Vessel on pilotage duty</td>
</tr>
<tr>
<td>A triangle green</td>
<td>Sweeping it clean</td>
<td>Engaged in mine clearance</td>
</tr>
<tr>
<td>Red over red</td>
<td>The captain is dead</td>
<td>Not under command (no power, loss of rudder, etc.)</td>
</tr>
<tr>
<td>Red over red</td>
<td>High oyster bed</td>
<td>Aground (anchor lights will be displayed)</td>
</tr>
<tr>
<td>Red over white</td>
<td>Fishing at night</td>
<td>Vessel fishing (does not apply to trolling lines)</td>
</tr>
<tr>
<td>Green over white</td>
<td>Trawler in sight</td>
<td>Vessel trawling</td>
</tr>
<tr>
<td>Red over green</td>
<td>Sailing machine</td>
<td>Vessel under sail alone</td>
</tr>
<tr>
<td>Yellow a pair</td>
<td>A towboat’s derriere</td>
<td>Pushing ahead or towing alongside, inland rules apply</td>
</tr>
<tr>
<td>Three red’s in a row</td>
<td>The tide is too low</td>
<td>Vessel constrained by her draft, int’l rules only</td>
</tr>
<tr>
<td>Two whites on the mast</td>
<td>A tow is made fast</td>
<td>Towing astern, length of tow is 200 meters or less</td>
</tr>
<tr>
<td>Three white’s in a line</td>
<td>A tow far behind</td>
<td>Towing astern, length of tow is over 200 meters</td>
</tr>
<tr>
<td>Two greens down below</td>
<td>The safe way to go</td>
<td>Indicates the safe side to pass a dredge; will be lower and to one side of lights on the mast</td>
</tr>
<tr>
<td>Two reds with a white in between</td>
<td>My boilers aren’t making much astern</td>
<td>Vessel restricted in ability to maneuver</td>
</tr>
</tbody>
</table>

**STATES AND WHAT THEY ARE FAMOUS FOR:**

**MASSACHUSETTS:** The Fig Newton is named after Newton, Massachusetts.

**MICHIGAN:** Fremont, home to Gerber, is the baby food capital of the world.

**MINNESOTA:** Bloomington’s Mall of America is so big, that if you spent 10 minutes in each store, you’d be there nearly four days.
On Tuesday evening, 12 August, Ron Cunningham, Steve Rodvansky, William Hayes, and John Owen participated in the Sumter Area Family Educators (Homeward Education Association) Club Day registration for the Fall Semester. Flotilla 12–1 was offering the About Boating Safely course to member students for one hour each week for 10 weeks during the upcoming semester. Attendance at the meeting and registration was approximately 130 students and parents. Although we did not obtain any registered students, we did get a few inquires which we hope will eventually commit.

All instructors are encouraged to access the Auxiliary Public Education directorate site and open/review the “Waypoints” newsletter. Issues are packed with refresher points and skills needed for great Public Education presentations.

As for Materials, what we have in the trailer right now is all we will have for about a month. With the changing over of the fiscal and the Labor Day holiday nothing is being shipped. We stand good with what we have in the trailer including the state manuals and we have stored in my storage unit. So let’s use them all up before the end of 2014. Now for VE’s we have decals. If any one wants to go out after Labor Day, I have some free time available. Let’s finish the year on a high note.
Repairs on a sunken boat often cost more than the boat’s actual value. To prevent a sinking, boaters can follow these 10 tips:

1. For inboard–outboard–powered boats, inspect sterndrive bellows annually and replace them every three to five years. The shift bellows is usually the first to fail.
2. For inboard–powered boats, check the stuffing box every time you visit the boat, and repack it, rather than simply tightening down the nut every spring.
3. For engines with raw water hoses, replace them the moment they indicate wear, such as when small cracks appear or the hoses feel spongy when squeezed. Rusty hose clamps should also be replaced.
4. Replace the engine cooling system impeller every two to three years.
5. Inspect the boat’s cockpit and live well plumbing; look at hoses, clamps, and cracked or broken fittings. Make sure you can inspect all such plumbing, and if you can’t, install inspection ports to make the task easier.
6. Each season take a hard look at all below–waterline fittings, hoses and clamps.
7. Don’t forget to secure the drain plug.
8. Keep a good lookout, and ask guests to keep their eyes peeled for deadheads. If you’re grounded or hit something, consider a short–haul to inspect the bottom or drive gear.
9. Always pull trailerable boats from the water when storms are forecast. These boats generally have too little freeboard to stand up to any kind of wave action.
10. Dock line management systems that keep the boat centered in its slip can prevent snags that sometimes lead to a sinking.
HR As the summer boating season draws to an end, please think about a "Fall Cookout." We'll work on plans at the next meeting.

Please review the D7 Mentoring Program (on the D7 - HR Corner website) and let me know if interested in becoming a “Mentor” to assist new members with acclimating to the Auxiliary and our flotilla. Ω

DV According to William Hayes, VFC, during the last division meeting it was announced that Flotilla 12-1 was approved to receive the NACO Three Starr Award for Excellence in Diversity! This award has been presented to very few flotillas throughout the nation. The award shows that Flotilla 12-1 makes the effort to include and contact all members of our surrounding communities.

National Celebrations during September: National Hispanic Heritage Month. Remember to enjoy the richness of our various cultures and diversified backgrounds! Please get out and enjoy local heritage celebrations. Remember, that when you are out doing PA and VE events, that you also visit and include boat ramps, marinas and community gatherings in the outlying and smaller areas of our boating communities. Ω

INFORMATION SYSTEMS Sue Hastings, SO-IS

It has been a busy time in Division 12 in the IS world. Because of changes in IS positions, I am now inputting data into AUXDATA for Flotillas 1/2/3/10. Flotilla Commanders should check to see if they have anyone interested in becoming an IS officer so that a request for AUX–10 training can be submitted. Hopefully, there will be an AUX–10 in early 2015 in District 7 area (don't have schedule yet).

I have gone in and checked input for all the Flotillas to make sure data is up to date. Continue to ask members to update their contact information via 7028 form and to submit their missions on time. I don’t want to get to the end of the year and have a backlog of data to enter.

When I receive a electronic form, I send a note back to the member that the data will be inputted into AUXDATA. If they don’t see a message within 2–3 days, they should send me an email to let me know in case the data was lost. Some members, depending on their software and systems have been having problems with the electronic 7030/7038/7046 forms. The 7029 forms seem to work correctly at this time.

Hope you can make DTRAIN in Orlando!!!! There are many good training sessions available on Friday, Saturday, and Sunday. Ω
Drowning or ESD?

Electric Shock Drowning occurs when faulty dock or boat wiring causes electricity to enter freshwater and pass through a swimmer. The swimmer does not need to be touching the bottom, a boat or dock structure, and even minute amounts of electricity can be incapacitating.

It is likely that some ESD fatalities have been misidentified as drowning, preventing awareness of this summertime boating danger. The risk of ESD is greatest in fresh or brackish water, so areas such as estuaries or rivers may only be in danger after heavy rains. In salt water, electrical current takes the path of least resistance, bypassing swimmers.

Unlike a drowning swimmer, who typically can’t yell out for help, an ESD victim is often confused about what is happening, may be able to shout, and will feel numbness, tingling, pain and paralysis. A drowning victim often looks playful, while an ESD victim looks distressed and may simply roll onto his or her back if wearing a life jacket or roll face down into the water, totally unresponsive.

A typical drowning can take up to a minute for an adult or just 20 seconds for a child, with the victim’s arms moving in a climbing–a–ladder type motion, taking quick gulps of air, with the mouth below the water much of the time. ESD victims can be instantly paralyzed and not move at all.

So what do you need to do for both cases? Don’t jump in the water. Call 911 and follow the “Reach, throw, row, but don’t go” mantra. Only a professional lifeguard has the training to handle a drowning victim. Far too often, news reports show well–intentioned rescuers increase the fatality count. If the problem is ESD, which may not be clear, going in the water could kill you.

Whether the person is drowning or suffering from ESD, use an oar, boathook or throw a floatation device, or get into a boat and try to reach the person from there. Do everything you can—toss a line, throw life jackets, grab a nearby dinghy—but don’t go into the water yourself. Once you have retrieved the person, start CPR if there is no pulse. Automated Electrical Defibrillators are also becoming more common; before using one, make sure the victim’s chest is dry. Ω

ISN’T NATURE AMAZING?

Where’s the Cheetah cub?
THE INLAND SEA

JAPANESE SUCCESS KNOT

Useful as a firm loop and for its symmetrical beauty, this knot derives its name from its final configuration as a cross on one side (E) and a rough square on the other (F), which together form the Japanese word Kanau, meaning “desire realized.”

A. Form an overhand loop with the tip up. Grasp a bight from the working part and place it over the bitter end.
B. Take the bitter end up and over the bight, down through the original overhand loop and back up through the bight.
C. & D. Draw up and tighten the knot by pulling in the direction of the arrows.
E. & F. The final knot after tightening.

LEXICON
Doll lunch: Barbie-chew chicken

CONTEMPORARY PHILOSOPHERS
Home cooking. Where many a man thinks his wife is.
-Jimmy Durante

The Eisenhower interstate system requires that one mile in every five must be straight. These straight sections are usable as airstrips in times of war or other emergencies.

Only in Texas
The human body is estimated to have 60,000 miles of blood vessels.

Also... Your tongue is the only muscle in your body that is attached at only one end.

If you must sample Her “pucker paint” Better boat Where traffic ain’t

Why can’t women put on mascara with their mouths closed?

And I thought to myself, How nice it is For me to live in a world like this, Where things can happen and clocks can strike, And none of the people are made alike.

Shirts get dirty. Underwear gets dirty. Pants? Pants never get dirty, and you can wear them forever.

This comes from the French word m’aidez - meaning ‘help me’ - and is pronounced, approximately, ‘mayday.’