



# UPDATE

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## BOAT SHOW TIME

Isn't it strange that when the weather is much too cold and nasty to get out on the water, folks will put on their parkas, earmuffs, and gloves, then trudge through the slush, ice and snow to see the latest bright and shiny boats. I did the same thing when I lived north of the Mason Dixon Line. It is because we are tired of winter and need some assurance that spring WILL come and we can look forward to those hazy lazy crazy days of summer.

As Auxiliarists, it is our **duty** to inform our fellow boater and daydreamers of the perils of unsafe boating and about the valuable work we do in the USCGAUX. **We need to be represented in these displays.**

### HOW?

Here are some tips that may help to answer that mighty one word question.

**First of all, we need to know about the show.** If PA has done their job with gusto, the flotilla contact should get a notice from the promoter inviting us to participate. If not, your **FSO-MV** should be able to provide the flotilla with information on upcoming displays through their dealer contacts. Last resort is when we read about it in the paper or see it announced on TV. If we are that tardy, it may be too late for this year, but it is not too late to call and **get us on the list for next year.**

Now you know when and where the show is going to be held. Still, **HOW** do we get in? It appears there are two ways. The easy way is to just dig deep into the flotilla treasury and pull out the fee. **NOT A GOOD IDEA. WHY NOT?**

These shows are moneymaking enterprises. The more paying exhibitors the promoter can muster the more luxuriously he will spend his long summer vacation. The promoter will want us to pay. Sometimes they may only ask for a "token, or gratis" payment. After all it is only \$25.00. Many members have been known to pull that amount out of their own pocket and pay it just to avoid the hassle.

**Here's why we should resist.** Once we pay anything, we have crossed the thin blue line from red ink to black. We have moved from the debit to credit side of the ledger. Sure, maybe you are willing to pay the \$25.00, but many times the next year it is \$35.00 then \$55.00 and so on. The truth is, the promoter will charge what the traffic will bear. The best idea is not to pay the first time. If a member pays out of his own pocket, we better hang on to **him** forever.

**Does that mean we never pay for anything?** NO. If we need electricity or some special service, we will probably have to pay for it. But be careful. Three years ago a PAO in DIST 7 needed electricity to run a VCR and a couple of lights. "Sure we can hook that right up for you," the promoter said. Next thing he knew he was presented with a bill for \$240.00. "Electrical hook up." **GET THE PRICE FIRST.**

So now we are faced with a promoter who **will not yield.** We have called him personally and explained about the USCGAUX. (How we are nonprofit, volunteers, public service, and we have no money) All in vein. **What now** brown cow?

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Glad you asked. Here are some ideas that have worked in the past.

Remember to reason (**plead**) with the promoter first. Then, according to Ed Sweeney DSO-PA 11NR, you go to your local law enforcement people. They generally are invited to participate but may have to turn down the invitation because they have no one to man the booth. **Hmm!** Is there a solution to our, and their, problem here? I think so.

The CG and/or Recruiter is usually invited. They have the same problem as above. You will find them very willing and eager to share a space.

Contact the local Marine Dealers Association in your area and ask if they can intercede on our behalf with the promoter. That works fairly well.

We can share a little corner of an exhibitor's space. We all have one or two marine dealers in our AOR that is very cooperative. Ask if we could **take just a corner**. The answer is usually yes. We did that in Daytona one year. The next year there was a heated discussion among the exhibitors as to who would host the USCGAUX that year. It was a plus to have us there.

Not necessarily recommended is what I did once.

I threatened a promoter with an article entitled "Boat Show Rejects Coast Guard Safety Message." Strangely enough the sponsor was the local paper. We had our booth. Good location too.

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Here **is something too good to put-off**. Wayne Spivak, BC, AIC writes articles of general interest twice each month. They are all excellent. Here is where to find them. Go to: <http://www.freeportflotilla1306.org/press/> it takes you to the index of all articles. From there you can go to a summary, and the article. (in DOC, PDF & HTML formats)

Do you have something to add? Do you have something you always wanted to know but were afraid to ask. **LET ME KNOW**. Contact me at: [nickn@ucnsb.net](mailto:nickn@ucnsb.net)

UPDATE continued



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# PUBLICATIONS

## CONTESTS...

### OR HOW TO GET RECOGNITION FOR YOUR EFFORTS!

Now that the New Year has begun, it's time to get your publications for the past year on to your DSO-PB for the National and other Auxiliary Awards. It would be prudent to check with your DSO-PB for the instructions on who gets your year's publications in your district.

Some districts may have different procedures. Most will want your submissions by the end of February.

The **NATIONAL FLOTILLA, DIVISION AND DISTRICT PUBLICATION AWARDS** are presented yearly at the National Conference held in the fall.

### What does go into your newsletter!

Examples of what may be included for distribution using Coast Guard stamps are:

1. Information concerning the aims, purposes and activities of the Auxiliary from flotilla to national level.
2. Reports of official activities within the Auxiliary, or announcements of plans for such activities.
3. Educational information within the realm of recreational boating, and Information of boating safety oriented aviation activities.
4. Auxiliary training activities, planned or accomplished. Working schedules of Auxiliary members (patrols, radio etc.).
5. Historical background of members, flotillas, or divisions which provide the reader with a deeper insight of the aims, purposes and accomplishments of the Auxiliary.

### What does not go into your newsletter!

Examples of material which does not qualify under strict "official business" criteria are:

1. Birthday, wedding and vacation announcements or reports.
2. Purely society page items.
3. Recipes.

### Awards for your publications

1. At the end of each year the FSOs and SOs should submit their publications produced during the year to their district publication officer. They should be in some sort of binder or cover to keep them all together. This should be done no later than the end of February.
2. Flotilla Publications shall be published monthly, or bi-monthly during the Award Year and sent to the district Publications Officer. They must have published a minimum of six issues, but if more, send them all.
3. Division Publications shall have been published a minimum of three issues for Award Year, but if more, send them all.
4. District Publications shall have been published a minimum of two issues for for the Award Year, but if more, send them all. These also, should be in some sort of binder or cover and sent to the National Publications Officer or the Auxiliarist designated.

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Electronically distributed newsletters are eligible. However, they must be submitted in hard copies in order to be considered for this award along with a notation that they were published electronically only.

## **Judging Criteria for ALL Publications**

1. **In picking the best publications for the year, nationwide, the following criteria are considered:**
  - (1) appearance;
  - (2) Editorial Quality;
  - (3) Information quality;
  - (4) Correct Abbreviations;
  - (5) Correct Titles of Auxiliaries placed in proper locations;
  - (6) Attention Given to Flotilla, Division, District and National Functions;
  - (7) Photos – Auxiliaries in Proper Uniform hats on outdoors, PFDs donned on the water), no drink glasses in hand;
  - (8) Masthead of Flotilla and Division Must Include their Designated Numbers, Location, Date, Number of Issue;
  - (9) Editor's Name and Address In Publication;
  - (10) Correct Number of Issues Submitted from Each Unit. Never use foul language in your publication.
2. **The winning publications (flotilla and division) from each district must be accompanied by a letter from their DSO-PB certifying the first place winners from their intra-district competition.** If this letter is not received, those publications will be disqualified. The DSO-PB has this responsibility. There shall be only one flotilla and one division entry per district.
3. **The judging of these publications at the national level shall be done by a Committee** consisting of the DVC-AP who will serve as chairperson of the committee, and at least two additional Auxiliaries knowledgeable in the field of journalism. The two (or more) committee members shall be selected by the DC-A.
4. **The DSO-PB must send all entries to BC-APC 11922 W. 12th Court, Davie, FL 33325-3865** and receive the districts winners by the first of May of the Award Year. All awards are given for the immediate past year's winning publications and shall be presented at the yearly national conference.

Good luck on your past year's publication and continue to keep the membership apprised of the latest information available. If you haven't been able to enter this year's contests, think about entering next year. Now you know what is needed, and how the machinery works.

**Remember that we have to serve ourselves many years before we gain our own confidence.**

Till next month,

Norma Karpiscak

UPDATE continued



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# PHOTOGRAPHY

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## ACTION PHOTOGRAPHY

Let's return to talk about photographs showing action. They tell a story of movement, excitement and realism in a still photo.

**Action photography has also confused and disappointed a lot of photographers who are not getting what they had envisioned.**

And now with a few easy steps this can all be corrected and understood.

**First of all, something in your photo must be blurred.**

This can be the subject, the background or the foreground.

**QUESTION: How do I do that?**

**ANSWER :** It's very Simple. I'll show you by example.

**EXAMPLE 1:** You are riding in a car on the freeway, traveling at a speed of 70 mph. Along side of you is a man on a motorcycle traveling at 70 mph. Since both of you are going the same speed he is technically not moving. So you must set your camera at a slower speed (1/60<sup>th</sup> or 1/125<sup>th</sup> of a second) pre-set and shoot a photo of the motorcycle and occupant.

They will be very clear and your background behind them is going by at 70 mph and is totally blurred.

The developed photo will be a great action shot that shows the motorcycle traveling at a high rate of speed. You have just achieved movement and action in one shot. And that makes you a good photographer.

**EXAMPLE 2:** If you went to the Indianapolis 500 race where there are 50 cars all racing on the track at 150 mph or faster and you want to show the action.

QUESTION: "What do I do?"

**ANSWER:** The first thing people think about is "SPEED" and set their cameras at 1/1000<sup>th</sup> of a second (if they can control the settings). This will be a photo of a parking lot full of cars with nothing moving and all in focus. This also gives you a very disappointed photographer. The solution is to hold your camera steady, point in one direction and shoot at a slower speed (1/60<sup>th</sup> or 1/125<sup>th</sup> of a second). The end result is a great photo of a clear racetrack, people and buildings while the racing cars are blurred. This shows lots of speed and action – And makes you a happy photographer.

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**EXAMPLE 3:** PANNING: this is moving your camera with a moving subject.

A helicopter flies overhead. As he moves closer to you keep your camera focused on the helicopter and as he gets overhead you take the photo. This is called panning and if you shoot at a slower speed and both you and the helicopter are moving together, the aircraft will appear sharp. I recommend you shoot at 1/125<sup>th</sup> of a second. Your helicopter will be clear and the propellers blurred, showing action. If you shoot at a faster setting, like 1/1000th he will be stopped (parked) in mid air.

When I first started in photography I stood at the end of many airport runways snapping many photos of aircraft with stopped propellers as they flew over my head and shook the car. Live and learn and read the manual.

If you own a point and shoot or pre-set camera, it will have an action setting or symbol that you set. Please check in your manual again. Action shots are exciting. Get out there and snap a couple rolls and see what you can do.

**Just remember; something must be blurred to achieve action. You will be surprised at what a good photographer you are. And remember to have fun!**