

Vol. 4, #1

MARCH 1969

Circulation 2700



FLOTILLA 18 TAKES TOP HONOR FOR TRAINING AID

***THE BARE'S FACTS-**

OUR THANKS TO BILL SPARKS FOR THE GREAT JOB HE DID WITH THE WINTER CONFERENCE PHOTO'S. YOU WILL SEE THE RESULTS IN THE LAST SECTION.

NEXT EDITION WILL BE THE JUNE ISSUE. DEAD-LINE FOR COPY AND PHOTO MATERIAL WILL BE MAY 1.

ALL COPY MUST BE TYPED, DOUBLE SPACED, AND POSITIVELY MUST BE HERE ON OR BEFORE DEAD LINE DATE.

ALL PHOTO'S MUST BE BLACK AND WHITE AND NO LARGER THAN 5"x7".

IT APPEARS THAT ONE OF OUR BIGGEST JOBS IS THAT OF RETAINING MEMBERS. READ JIM HARPER'S COL COVERING ADM WHALEY'S REMARKS, PAGE SEVEN.

PLEASE, GUYS AND DOLLS, LETS HIT THESE DEAD LINE DATES BETTER THIS YEAR.

- AND THAT APPLIES TO ALL WHO SUBMIT.

GONE

***NOW HEAR THIS !**

DIRECTOR OF AUXILIARY
THIRD CG DISTRICT (SA)
C/O Coast Guard Base
Gloucester, N.J. 08030
DIRAUX MEMO #1-69

From: Director of Auxiliary
To: Distribution
Subj: Courtesy Examiner Qualification

1. The individuals listed below must requalify as CEs before they will be issued CME-kits this year. They are ineligible either because their three (3) year qualification has expired, or because they failed to perform 5 or more examinations last year. Courtesy Examiners are reminded the Series IV test will be the only one accepted for requalification purposes.

FLOTILLA 11

J. EDWARDS
J. P. NC DADE
F. W. PAGE
EDW. E. REED
R. WILLIS
H. WRIGHT

FLOTILLA 14

SARA CROTHERS
J. W. HOPKINS
N. V. HOPKINS
FRANK PERRY
A. M. SCHMIDT

JOHN WOLF

FLOTILLA 15

J. R. CROSSLAND
W. HENRY

FLOTILLA 17

JANE BARBA
JOHN BARBA
D. S. DARLING
J. FLECKENSTEIN
H. HANEY
E. POND

J. L. SKIROSKI

B. A. SMITH

IW. SPARKS

WM. WALL

DAVID WESSTROM

FLOTILLA 18

W. R. ASHLEY
G. H. BARNETT
V. BAUMEISTER
G. H. BIERLEY
E. B. CORBY
W. C. FEGLEY
F. GROVE
W. J. HALLSTEAD
W. R. MC LENNAN
R. P. MOFFETT
R. MORGAN
JOS. SOUTHIERE
R. L. TAYLOR

FLOTILLA 21

K. GREGORY
C. RAAB
C. L. WISLER
A. ZIEGLER

FLOTILLA 22

C. A. BITTNER
W. CHRIST
STANLEY FLYNN
R. E. JENNINGS
WALTER LEES
D. J. MC GORRY
E. SEIP

FLOTILLA 26

FRED EMAS
R. EVANS
P. FUHRMAN
J. R. MACPHERSON
L. SMITH
F. J. TEODORI
R. WOLFSON

FLOTILLA 27

C. BLOXHAM
F. BUFE
RICHARD CULLEN

FLOTILLA 28

JOS. BORELL
J. W. HAIGH

FLOTILLA 2-12

ORANGE ALLEN
ABE LEVOV

A. STEIN
MARGARET STEIN

FLOTILLA 32

H. NORTH

FLOTILLA 33

W. ATKINSON
K. L. GANA

FLOTILLA 34

P. L. WILLIAMS

FLOTILLA 36

CHESTER DAVIS
W. F. DAVIS

FLOTILLA 38

R. H. BARTLING
P. H. COLLINS
R. MORTON

FLOTILLA 41

JEANNETTE COSGROVE
WM. COSGROVE

FLOTILLA 42

P. GETZ
JOHN KELLY
J. PARSONS
C. PAUL JR.
F. PORTELLI
F. REGAN
GEO. STECKEL
J. C. STEELE
C. SMITH SR.
WALTER STROEBER
MARCELLINO TROIANC

FLOTILLA 43

L. ARROWOOD
M. DAVIS
R. P. PYOTT
C. REYNOLDS
JOAN REYNOLDS
ELSIE REYNOLDS

FLOTILLA 44

K. J. BICKEL
BETTY GANGAWAY
P. GRIMM

A. HEDRICK
DONALD WICKWARD
W. J. WILLIAMS

FLOTILLA 45

ELEANOR SOWDEN
E. K. SOWDEN

FLOTILLA 46

ALICE DREW
SARAH KNIGHT
R. NEFF

FLOTILLA 47

H. M. DUNBAR
G. FURMAN
W. R. HUNN
EDW. LEAHY
E. E. LOGAN
I. T. KNIGHT
WALTON PORTER
J. STEVENS
F. SULTZBACH
JOHN YOUTCHEFF

FLOTILLA 48

THOS. BELK
RALPH GRIECO
H. W. REED
C. REYNOLDS

FLOTILLA 51

F. W. BEHRENDT SR.
U. C. LEWIS
R. D. RAND
J. T. STRINGERT

FLOTILLA 52

E. H. BENSON
E. J. BROWN
K. E. BROWN
J. HENDERSON
P. HERR
E. LONG
VICTOR MARTEL
I. D. MILLER
R. MILLER
W. MOELLER
S. RHOADS
R. SHELLEY
EARL SNYDER
EUGENE SNYDER
M. F. TALARICO
KARL WAGAR
R. K. WIDDEKIND

FLOTILLA 53

E. C. BRIGHTBILL
RICHARD GROVE
W. J. PHEASANT
ALBIN ORLAK

B. M. WOLF

FLOTILLA 54

A. R. BEYER
D. C. BULK
R. S. GORDON
CLYDE HILKER
W. E. HOSTLER
C. E. LAUER
G. PFEIFFER
G. WARNECKE
N. H. WHISLER

FLOTILLA 55

CLYDE FELKER
SAMUAL FELKER
KARL KNAPP
RALPH LUTZ
SARA LUTZ
GEO. SWANGER

FLOTILLA 56

E. ANGEL
J. BOWERS

FLOTILLA 57

C. FENTON
E. LEITNER
J. LEWIS
P. ROCKEY
W. SCHINDLER
ROBT. WYDRA

FLOTILLA 58

R. C. PAINTER
L. J. ROUSH
W. W. ROUSH
JULIA WELSH

FLOTILLA 59

M. HARTMAN
G. L. MILLER
P. W. STABLY

FLOTILLA 61

KENNETH EMMON
B. J. NACEL

FLOTILLA 62

L. FURBER
M. A. GRIERSON
W. H. GRIERSON
W. MEIER
R. J. SIGMUND
E. M. WILSON
W. H. WITTMAN

FLOTILLA 63

J. P. BOGSCHUTZ
W. HENDRICKSON
J. S. WHEELER
D. B. WYNIA

FLOTILLA 65

J. W. DAILEY
R. J. DAY
M. H. TRACEY

FLOTILLA 66

W. H. HORN
MICHAEL KRUPA
C. STRICKLIN

FLOTILLA 67

S. KANARS
PAUL RYAN
S. STOKES

FLOTILLA 73

G. CLARKE
E. W. FRIDAY
A. R. HASKE
N. W. MORRIS

FLOTILLA 74

D. FREDERICO
D. P. HACKETT

FLOTILLA 74

L. JOHNSON
W. A. MUELLER

FLOTILLA 75

E. CRAMER
L. SALONTAY
S. VERA

FLOTILLA 76

W. MATOUSEK
ROBT. MC CLELLAND
V. STABOLEPSZY

FLOTILLA 77

GRACE DAWSON
J. E. DAWSON

FLOTILLA 7-10

W. C. BARTHOLOMAY
E. CASSELL
F. T. CHAMBERS
H. GOETCHIUS

FLOTILLA 7-11

L. CONRAD
E. NOVAK
W. T. SCOTT
B. SMITH

FLOTILLA 81

W. FOX
R. GARROD
C. MADDEN
E. R. MITCHELL

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H. J. KELLY
S. PLENNERT
R. WALSH

FLOTILLA 83
R. HIGGINS
R. P. NIEMAN
H. PRETTY

FLOTILLA 84
S. E. CAPLAN
S. GOLDES
H. ROBERTS

FLOTILLA 86
T. W. REICH

FLOTILLA 87
ROBT. BREISCH

FLOTILLA 92
P. ISRAEL
R. T. MC GARRY
EDGAR MORRIS
R. C. POST

FLOTILLA 93
L. I. TYREMAN

FLOTILLA 94
H. BEERS
W. BITTERBENDER
L. PARRY
J. WHALEN

FLOTILLA 10-2
R. KLEPPINGER
S. MISSIMER
JACK SANDERS
ERNEST SEIDEL
R. F. SHANK

FLOTILLA 10-3
S. BUSH
E. KEYSER
H. PERINI

FLOTILLA 10-4
W. J. COFFMAN
H. KRALIK
F. KRIEBEL
L. RICHTER
J. W. ROSS
ROBT. SENTZ

FLOTILLA 10-5
G. BROWN
L. L. FEGLEY
L. E. KOCHER
J. R. RATH
P. J. TAKACH
R. E. THEILGAARD

FLOTILLA 10-7
J. FOLWELL

FLOTILLA 11-2
R. W. MOODY
G. I. SILLMAN
L. A. WANINGER

FLOTILLA 11-3
C. W. BUCK
C. EARLEY

FLOTILLA 11-4
W. C. Calm
S. L. DUTT
C. REBER

FLOTILLA 11-5
R. C. BENDER
W. R. EBERSOLE
E. ELLIOTT
A. M. HOMAN
D. M. REGULA

FLOTILLA 12-1
K. HUDSON

FLOTILLA 12-2
M. BOONE
B. L. CARLSON
C. H. EVERETT
W. SCOTT

FLOTILLA 12-3
W. I. HUDSON
H. JEFFERSON
I. D. JESTER
W. PAQUETTE

FLOTILLA 12-4
N. D. DARBY
E. E. EAST
M. N. EAST
G. B. HILL

FLOTILLA 12-5
R. J. HOLT
G. S. HUTTON
R. C. MADER
M. R. PURVIS
C. E. THACKERAY
R.J.L. WAGNER
G. S. WHEELER

FLOTILLA 12-5
R. B. GLIDDEN
G. W. HUNT
M. RUFF

A. H. MC COY
Acting Diraux

*COMMODORE'S CORNER

THOSE OF US WHO ATTENDED THE WINTER CONFERENCE at the Defense Personnel Support Center in Philadelphia on Saturday, 1 February 1969, and there were well over 400 there, were aware of the outstanding affair. Typical comments: "I was greatly impressed with the caliber of your members, the enthusiasm displayed and the number attending. Please pass to all hands my heartiest thanks and congratulations for doing such a fine job." "The hospitality of the Southern Area Auxiliarists was, as usual, the best. It really was an excellent function". "I learned a lot at the afternoon seminars. The subjects covered much of the information we've been wondering about." "The location is perfect." "The food was good and it was well served." "The program was well carried out."

To all those who had a part in planning and executing the arrangements, your Commodore extends his thanks for a very well done job.

THE COURTESY EXAMINATION PROGRAM is well along in the planning and action stage under the able leadership of IPDCP VII Joseph L. Krager, Jr. The training of Courtesy Examiners should be well along on the Flotilla level. Quotas have been set and with a little judicious prodding as the boating season in this area unfolds, we should make a determined effort to surpass our District goal this year.

ARE YOU AND YOUR FLOTILLA SELLING THE AUXILIARY to your friends in the boating fraternity? Now is the time to talk to that fellow in the next slip. Now is the time to tell those people in your Public Education Course. Now is the time to expound on the value of Auxiliary membership to that man working on the boat next to yours at the boatyard. Let's not hide our organization and its benefits "under a basket". If each member brought one new member into the Auxiliary, our numbers would double. It is that simple. With over 40,000,000 people in the boating field in this country, we have a wealth of prospects to choose from. The Auxiliary welcomes new members. The boating public, and the Coast Guard needs a larger and stronger Auxiliary. Do your part—Sell the Auxiliary, make it grow.

JOHN E. JOHANSEN
Commodore, USCG Auxiliary
Third Coast Guard District (SA)

*OPERATIONS REPORT-

by... Andrew Assimos

OPERATIONS

Not enough can be said for Operations in 1968. I wish to thank every member who contributed in any way. Our "assists" totals are 60% ahead of last year and moved 3rd (SA) from 8th place to 6th place in our national rankings. This is especially remarkable since it is almost double the totals of 1966. Looking ahead to 1969, I must confess that we will have difficulty moving any higher unless we can encourage more members to join the operational ranks.

Patrol activity showed a 15% increase for the year. The increase alone is worthy of mention, but I feel that even more important is the upgrading in the quality of our patrols. I hope to see this trend continue in the divisions who are already active. For those divisions that had little or no patrol activity, I hope to see you move into Phase I during the 1969 season.

During the winter months there will be many restless patrol captains. Consider the "AUXOP" Specialty Exams. They will keep your minds occupied and you will be the ones to benefit. I think they are excellent and worth taking. I also want to see a lot of Operations Ribbons at future conferences.

DISTRICT LEADERS—ASSISTS—1 OCTOBER

	TOTAL	FLOTILLA
1. Andrew Assimos	20	15
2. Edward J. Szumowski	17	15
3. George Lawrence	14	77
4. Frank W. Page	10	11
5. E. K. Sowden	9	41
6. E. M. Woodman	9	7-11
7. Fred Weicht	8	15
8. Heston Lowe	8	77
9. Janet Milano	7	46
10. Philip Pezzillo	7	74
11. Percival Grahl	7	77
12. R. P. Neiman	7	83
13. Karl T. Bittner	7	13-1
14. J. E. Durrant	6	11
15. Francis P. Steele	6	11
16. Howard Robertson	6	15
17. Robert Noel	6	62
18. W. E. Aichele	6	7-10
19. Philip Heycock	6	92
20. Hamilton Handling	6	11-2
21. Thomas Neiger	5	15
22. William E. Fox	5	18
23. John P. Reyburn	5	48
24. J. D. Crawford	5	65
25. William H. Dischert	5	83
26. Robert Insinger	5	13-1

DISTRICT LEADERS—PATROLS

	TOTAL	FLOTILLA
1. Everett Woodman	24	7-11
2. Arthur Baker	23	84
3. R. P. Neiman	19	83
4. Philip Spielmann	19	87
5. Charles Powell	17	7-11
6. Ralph Ussher	17	7-11
7. Earl C. Snyder	15	52
8. Francis P. Steele	13	11
9. George Lawrence	13	77
10. Wm. Bunting	13	87
11. Fred Vergara	12	87
12. D. M. Sanderson	12	87
13. E. J. Szumowski	11	15

FLOTILLA LEADERS—PATROLS

	TOTAL	FLOTILLA PATROLS
1.	86	101
2.	7-11	67
3.	77	55
4.	83	41
5.	74	36
6.	84	35
7.	11	32
8.	15	28
9.	7-10	25
10.	18	25
11.	81	23
12.	52	20
13.	66	20
14.	92	20

CONTINUED FROM PAGE #3

FLOTILLA 13-1	FLOTILLA 13-3
MARTIN ABRAMS	J. GALLAGHER
A. F. BOWMAN	R. STUBER
J. J. HAYDEN	FLOTILLA 13-4
M. R. HAYDEN	A. M. BURK
CHAS. HELMRICH	D. J. TWENTEN
A. J. KILBERG	FLOTILLA 13-5
S. F. KILBERG	E. HESSEL
R. A. KILCZEWSKI	A. MANNINO
J. P. MARTIN	J. J. MC CORMACK
J. MICCICHE	E. J. POPAZIVANO
D. WISHAM	J. J. POWELL
FLOTILLA 13-2	F. M. ZIESCH
A. H. HOFBERG	
R. J. WOLFER	
N. B. ZARTMAN	

Recently a friend told me of an event which I feel is so valuable that I am surprised that the action is not publicized as a safety feature. I will not go into the actual case but will relate the action which can be taken in an emergency.

If you are on an inboard cruiser that springs a leak that your bilge pump can't handle, remember the engine has a water pump. By closing the sea cock and disconnecting the water intake hose at the base, you can draw engine cooling water from the bilge. Your engine water pump has far more capacity than a bilge pump. The main precaution is to keep a wary eye on the amount of water in the bilge. It is possible to draw out too much water and your engine could overheat. Increasing or decreasing engine RPM will control the flow of water.

Should your prop or shaft be severely damaged, the action can be accomplished with the engine in neutral in order to stay afloat until assistance arrives. This will also prevent your battery from running down if you were to use your bilge pump for any length of time.

For boats with twin engines, there are several combinations available. Examples such as utilizing the pumps from both engines, if necessary, or one engine for main propulsion while varying the speed of the other for pumping water.

Outboarders should also take note of this process, particularly those of you who are active in operations. You may have occasion to help someone else in the future.

I had the good fortune to see a permanent hookup on one boat. This was a "Y" connection with a handle to switch over immediately when necessary. If I were doing a lot of offshore cruising, I would consider this a must on my boat. The changeover could then be made quickly and without cutting off the engine. It would also enable you to switch back to sea water if you were pumping your bilge dry, while maintaining your speed.

Sig/Andrew Assimos
DSO-OPS

NEXT DEAD LINE
DATE = MAY 1, 1969
PLEASE!

THE AUXILIARY'S PREMIER EVENT OF THE YEAR took place on 1 February 1969. It was the THIRD COAST GUARD DISTRICT'S (SA) Winter Conference held at the Defense Personnel Support Center in Philadelphia. No other event on the Auxiliary's calendar can match it. Lots of class, loads of Brass, is the best way to describe it. It was a smooth-running, well organized interesting afternoon and evening for both the Auxiliarist and his lady, who incidentally, had her own program to attend.

After registering, a person had his choice of imbibing in liquid refreshments or looking over the various Flotilla Training Aid exhibits. This year, exhibits, though less in number than other years, conformed more to the National requirements. FLOTILLA #18 WON THE AWARD for the best training aid on display. It was a tough job for the judges.

The first seminar was on SEARCH AND RESCUE (SAR), presented by LCDR CHARLES W. BUSBY, USCG, Head of Maritime Studies Search and Rescue School on Governor's Island, N.Y. Commander Busby emphasized that SAR is a team effort that involves search by airplanes and boats, and includes the ambulance driver who completes the mission by taking the injured to a hospital. The role of the Auxiliarist in a boat is a narrow one compared to the total effort in SAR. The Auxiliarist must be qualified. To play his role, he must know how to pass a line, tow a boat, how to get boats in step while towing, how to tow a swamped boat. All these things must be learned in practical demonstrations. He must know how to approach a survivor in the water, how to approach a burning boat and know his own boat's capabilities.

A SEARCH MUST BE PLANNED. You must chart a search and know the area you are to cover. Boats running back and forth without an assigned sweep area are almost useless. Commander Busby emphasized the need for advanced training in SAR by all Auxiliarists through practical training. He ended the seminar with these words, "Always be ready so that others may live."

The second seminar was on LEGAL RESPONSIBILITIES, presented by CAPT. GEORGE H. WELLER, USCG, Legal Officer, Third Coast Guard District. Capt. Weller reviewed Marine law, and how it developed through the Inland Rules and the Motor Boat Acts. He outlined the Auxiliarist is an employee of the U.S. while under orders, but never an officer or a member of the Armed Forces. An Auxiliarist may perform certain duties only after training has been completed. A boat can never be put under orders unless the C.G. has a written offer of use signed by someone authorized by the Commandant. Orders for the Auxiliary are never orders but an authorization.

DIV	15	30	45	60	75	90	105	120	135	150	165
I	[REDACTED]										
II	[REDACTED]										
III	[REDACTED]										
IV	[REDACTED]										
V	[REDACTED]										
VI	[REDACTED]										
VII	[REDACTED]										
VIII	[REDACTED]										
IX	[REDACTED]										
X	[REDACTED]										
XI	[REDACTED]										
XII	[REDACTED]										
XIII	[REDACTED]										

ASSISTANCE MISSIONS

LINE 1 - 1968 TOTALS - 15 NOVEMBER - 667

LINE 2 - 1967 TOTALS - 411

An Auxiliarist in uniform must never give a hand signal such as to slow a boat from his own property or public dock or from a boat unless under orders to do so. An Auxiliarist on Regatta or Marine Parade may never hold up a direction sign, direct traffic, or slow boats down unless special regulations on an individual Regatta have been issued by the C.G. stating that boats will be slowed, etc. An Auxiliarist must never carry out the requests of the Regatta's sponsors without a specific C.G. order.

Auxiliarists are always in command of their own facility even with the Coast Guard personnel aboard unless ordered otherwise. The key as to who pays for damage that may occur on a facility under orders is: where does the responsibility lie, with the Coast Guard or with the Auxiliarist?

Capt. Weller ended his talk by saluting the Auxiliary for being an unsung decent group of humans who believe our fellow man is important. "The highest calling of a human being is to dedicate himself to the service of others."

After dinner, the award ceremony took place.

After the major awards were given out, REAR ADMIRAL SARGENT, USCG addressed the Conference. He said, "The Coast Guard needs you badly. The boating public and the nation need you. Increase your membership. Keep up the good work and your dedication."

ADMIRAL WHALEN, USCG, COMMANDER, THIRD COAST GUARD DISTRICT stated that the growth program was the most important program. "But it will not be a 'Let's get numbers on board' program. It's going to be a quality program. We are looking for people who will do a job. If we could cut down on what we lose, we would grow." Admiral Whalen then discussed chain-of-command. "You cannot work together in any program whatsoever, particularly one in our business where you have a chain-

of-command, unless this is adhered to. We can improve our efficiency by adhering to this chain-of-command." He ended by saying, "In carrying out the boating safety program, the ladies and gentlemen who wear the silver on their sleeves are just as important as the men wearing the gold on theirs."

Among the many distinguished guests which included many Coast Guard Captains, were CARL SHEPPARD of the Phila. Bulletin and CY LIEBERMAN of the Wilmington News Journal.

The awards ceremony closed and everyone retired to the ballroom for refreshments and dancing. It was truly a first-class affair.

LADIES' PROGRAM—WINTER CONFERENCE

THE LADIES' PROGRAM of the Winter Conference consisted of two delightful hours of entertainment led by MRS. GEORGETTE JOHANSEN, wife of COMMODORE JOHN E. JOHANSEN.

The first hour was given over to a discussion and

display of Flower Arrangements. Mrs. Johansen is a member of the Pa. Horticultural Society and an expert on wildflowers. She made some stunning arrangements and also gave some inexpensive shortcuts and "tricks of the trade" to easy, beautiful flower arranging.

For the second hour, Mrs. Johansen showed slides of a trip she took to Germany to visit her daughter. For the program, she wore an authentic Tyrol costume consisting of a green jumper, white blouse, white apron and red hair bow. The slides showed scenes of Frankford and Heidelberg in Germany, Luzerne, Switzerland, and Lichtenstein.

Sig/James Harper
Official Winter Conf.
Reporter

WHAT IS DUE ON MAY FIRST?

COAST GUARD URGES BETTER ACCIDENT REPORTS—Calling for better accident reports from boatmen, Captain Robert T. Norris, Chief of the Coast Guard's Boating Safety Division here recently stated, "Last year there were 1312 deaths on our nation's waterways, and 1365 injuries were reported."

"It would appear that some boating injuries are not being reported," he continued. "To work for an effective cure, our accident review branch must have complete and accurate reports of the type and cause of the boating accident."

There are over 40 million boaters last year and the Coast Guard expects 42 million this year. "For your own safety," Captain Norris emphasized, "please report boating accidents promptly and completely."

The Federal Boating Act of 1958 requires any injury afloat which is serious or incapacitates a person for more than 72 hours, be reported. Damage to property exceeding \$100 must also be reported. These reports should be submitted to the authority which has jurisdiction over the waters in which the incident occurred, or the state in which the vessel involved is numbered.

The accident reports are carefully reviewed and, at the end of each boating year, compiled by the Coast Guard's Boating Safety Statistics Branch for publication. This "end of the year review" enables the Coast Guard to determine how to make the sport of boating a safer family pastime.

"The boatmen should understand," the captain concluded, "that the Coast Guard uses the State Boating Accident reports for statistical purposes only, and never releases them to the public."
(U.S.C.G.)

*GALLEY GOSSIP !!

by... Marie Semet

GALLEY GOSSIP

By now our favorite yacht is tightly tucked under its cozy blanket taking a long winter nap. The sad moment of the too early end of the boating season is quickly engulfed with family activities and plans for the coming holiday season. This is the one time of the year when practically every housewife takes to the kitchen and indulges in baking family favorites for the holidays and for gift-giving.

I'd like to share the following recipes that my German ancestors helped contribute. Any one of these recipes will make your cookie jar a center of attraction for visitors and youngsters.

The Pfeffernuesse and Springerle are a must for the holiday time. They are slow to make because they must stand overnight before baking, but they are worth every minute of it.

Pfeffernuesse

4 cups sifted flour ¼ lb. candied orange peel
1 tsp. baking soda ½ lb. citron
½ tsp. salt 2 tbsps. butter or margarine
1 tbsps. cinnamon 2½ cups powdered sugar
1 tsp. powdered cloves 5 eggs, separated
1 tsp. nutmeg 1½ tps. grated lemon rind
¼ tsp. black pepper About 3 tbsps. milk
1 tbsps. crushed cardamon seeds
1 tsp. anise seeds

Mix and stir first seven ingredients, stir in seeds, orange peel and citron which have been put through coarse blade of food chopper. Work butter until creamy. Add powdered sugar. Add well beaten egg yolks and lemon rind, beat thoroughly. Gradually blend in flour-fruit mixture; add stiffly beaten egg whites, blend well. Chill one hour, then shape in small balls. Place on waxed paper and let stand, uncovered, overnight at room temperature. In the morning, brush balls with sugar icing made by stirring milk into confectioner's sugar. Place on ungreased cookie sheets, and bake at 350 degrees for 15 minutes or until done. Makes about 90 cookies. Roll in confectioner's sugar, again, if you wish.

Springerle

4 eggs 4½ cups sifted cake flour
1 lb. powdered sugar 1 tsp. baking powder
1 tbsps. grated lemon rind Anise seeds

Beat eggs until light. Stir in sugar, and beat until well mixed. Add lemon rind and flour, which has been

sifted with baking powder, and mix well. Chill until easy to handle; then roll out to ½" thickness on a floured board and cut into fancy shapes. Use a Springerle mold if you have one. Grease cookie sheets, and sprinkle with anise seeds. Arrange cookies on the sheets, and leave exposed to the air overnight. Bake at 350 degrees F. for 30 minutes. When cool, store in a covered jar for two weeks before serving. Makes about 40 cookies.

The above cookies take time but this one is real easy to make and is a quickie. It is the favorite of everyone that tastes them.

1 cup soft butter or margarine
½ cup sifted confectioner's sugar
1 tsp. vanilla or black walnut flavoring Sift together and stir in:
2¼ cups of flour
¼ tsp. salt Mix in ¾ cup finely chopped nuts.

By now our favorite yacht is tightly tucked under its cozy blanket taking a long 1 cup soft butter or margarine ½ cup sifted confectioner's sugar

1 tsp. vanilla or black walnut flavoring Sift together

2 eggs
½ box raisins, chopped
½ box currents
2 ounces slivered blanched almonds
2 ounces chopped candied fruits
1 teaspoon lemon extract
Confectioner's sugar Frosting

Stollen is one of the most popular breads for the Christmas breakfast table. It's equally good to slice and serve when visitors come. Traditionally, it is shaped long and narrow with rounded ends, to represent the Baby in his swaddling clothes. This is my recipe. STOLLEN

1 yeast cake or package
½ cup warm water
1 teaspoon sugar
6 cups flour
1 teaspoon salt
¼ teaspoon nutmeg
¼ teaspoon mace
1½ cups milk, scalded and cooled
1 cup shortening—½ butter ½ Crisco or Spry
1¼ cups sugar
2 eggs
½ box raisins, chopped
½ box currents
2 ounces slivered blanched almonds
2 ounces chopped candied fruits
1 teaspoon lemon extract
Confectioner's sugar
Frosting

Put warm water in mixing bowl. Sprinkle or crumble yeast into it. Stir in milk and tsp. sugar—sift and measure flour. Add salt and spices and sift again. Beat 3 cups of it into the dissolved yeast mixture. Cover and set aside to get bubbly.

Beat the shortening to cream it. Beat sugar in gradually. Add eggs one at a time and beat each in well. When this is beaten very light, add it, a big tablespoon at a time to the yeast-flour mixture, beating in well. Beat in lemon extract. Add chopped raisins, currents, almonds, candied fruits to the remaining flour and work it thoroughly into the first mixture. If absolutely necessary, add more flour so you can knead the dough. But if you butter your hands and dust them with the extra flour, your stollen will be best without using more than perhaps ½ cup.

Cover and let dough rise to double. Punch it down, turn it out, cut in half, knead each half to shape in a loaf and place on buttered pan. Cover and let rise again. Bake in 350 degree F. oven for one hour. Spread top while hot with confectioner's sugar icing. (If you wish, ¼ tsp. mace and a tsp. of cinnamon can substitute for the lemon.)

HAPPY BAKING.

I've been asked to pass on some more of my favorite hints.

So here goes:

Sift a whole box of confectioner's sugar into a 2 pound coffee can with a plastic lid. Powdered sugar is always ready. (Great for the cookie recipes.)

Bird Feeder: A well rinsed bleach bottle makes a nice bird feeder. Cut a window in the front and hang it by the handle. Fill it with bird seed for your winter feathered friends.

Shoe Brush: To keep children from tracking mud, etc., into the house, nail a heavy duty brush to the back porch.

Pretty Punch: Wash a pretty flower (plastic) and place it face down in a cottage cheese container, add a little water and freeze. Next take the container out and fill to the top with more water. When it is frozen you have a festive block of ice for your punch bowl. (A bunch of artificial holly or a Christmas flower will be real nice for the holidays.)

String Ring: A plastic curtain ring tied to the ends of a drawstring will prevent children from pulling the tie through their sweatshirt hood. Helps keep the string in place in the washing machine, too.

Easy Brown: Try browning meat balls for spaghetti in the broiler on a cookie sheet.

Minnow Bucket: Cut out half a circle opposite the handle of a gallon bleach jug (leave flap on). This will hold enough water to keep several dozen minnows till you get to your destination and it will not spill as easily as an open pail.

Mayonnaise Trick: To remove the film from bright-work, apply a thick coat of mayonnaise, leave it on for an hour and clean with a soft cloth—(never do this to unvarnished wood). To remove water stains from table tops, etc., apply a coat of mayonnaise and rub it in. Let stand, then wipe clean with a soft cloth.

Bacon for a Crowd: When serving breakfast and preparing bacon for guests or a large family—use a large shallow pan or cookie sheet with sides. Set a wire cake rack or line with foil and punch a few holes in foil to let grease drain into pan. Place strips of bacon on top. Bake at 375 degrees for 15 to 20 minutes.

Handy Hanger: Be sure to pack a few clip-on clothes pins in your travel bag. Turns any hanger into a skirt or pants holder.

In her tips for anglers she recommends not casting a shadow on the water, fishing below waterfalls or in deep pools, fishing when the wind is either out of the south or the west and using a wire leader when fishing for pike.

This isn't a household item, but it's a very good hint.—If you meet someone who doesn't have a smile, give him one.

These are some of my hints—how about sharing some of yours with the rest of us. I sure would love to hear from you.

I take a lot of "ribbing" from the boys on my fishing items. Thought you'd be interested in this bit of information.

While fishing is usually thought of as a man's sport, the first fishing expert was really a woman.

A printing of a bit of outdoor writing penned on parchment around 1425 has been credited to a sweet little English nun named Dame Juliana Berners. Juliana was born of a royal family and did some fishing and hunting as a girl with some of her sporting cousins and friends. Later on, she entered a nunnery at St. Albans and wrote the first known works on fishing.

Juliana wasn't any slouch concerning the art of angling. For instance, here's how she recommends making a fishing rod.

First you cut a smooth six-foot staff of willow or aspen. Heat it in an oven, get it good and straight, and let it dry for four weeks. The next trick is to get a piece of plumber's wire, heat it red hot, and burn a hole clear through the staff. Then store it in a smokehouse for awhile.

Now you take a stroll in the woods and cut a slender slip of hazel the same length. Soak it thoroughly and straighten it out. Let it dry in the smokehouse, too. The next step is to trim the hazel whip so that it can be inserted into the butt section. Now, fashion a metal pin to hold the two together, and you have a two section fishing rod.

Juliana advocates such a two section rod because it forms a good walking staff for a Sunday afternoon stroll, and can be easily transformed into a fishing rod if you happen by a good fishing hole.

For a line, Juliana advocates the long horsehairs woven together and colored with a mixture of ale, crushed walnut leaves and alum. Such a line, she says, blends with the water and fools the fish more readily.

She makes one more recommendation which is just as true today as it was five hundred and forty-three years ago. Choose your bait with care, she says, "for you cannot bring a hook into a fish's mouth unless there is food on it that pleases him."

Fishing wasn't and isn't the exclusive male sport that some people think it is.

I sincerely hope to hear from you with the names and addresses of your loved ones in Vietnam. I promise to write to every one of them.

Please send me some ideas and items for "your" column, anything that you care to contribute would be more than appreciated as I am running out of ideas. I am disappointed that I haven't heard from more of you.

One gal that didn't forget was my Galley Gossip friend, Ann Hirst. I just received a card from her telling me that she and hubby, Swain, have moved, lock, stock and barrel to St. Petersburg, Florida. Remember her wonderful contributions in the July issue? Gee, I hope that isn't why she left town.

Don't leave me down, drop me a line.

Best wishes for the Holiday Season and a Prosperous and Healthy New Year.

Love,
Marie Semet
"Yackie"
1601 Dillon Road
Maple Glen, Pa. 19002

*WITH THE U.S.COAST GUARD AUXILIARY

by... Roland Birnn-"Yachting"

Many may be unaware that USCGA standards for award of the decal after a courtesy motorboat examination go beyond current federal requirements. One example is the anchor and its line. No anchor is required by federal law, but many states require one and the courtesy examiner of the USCGA definitely requires both anchor and line of the proper size and type for the boat and the waters in which it normally operates. Yet even with the extra requirements, it is often deficiency in an item required by federal law that results in withholding of the decal. The examiner, however, does not report such a deficiency to the law enforcement agency.

The USCGA recently noted that mistakes in navigation lighting systems are becoming common. Also noted by USCGA courtesy examiners is that nearly all houseboats are equipped with bottled liquified petroleum (LP) gas for cooking and heating, and that some of the installations are far from safe. In addition, this writer and other examiners have noticed a sudden increase in improperly spaced registration numbers. But let's stick to navigation lights.

There are two navigation light systems, one required by the International Rules of the Road on the high seas and the other by the Motorboat Act of 1940 on inland waters. They differ somewhat in the red, green and white light arrangement, and they should be used only where applicable. International lights may be used inland, but the inland lights must not be used on the high seas. One thing that should be remembered is that you do not have to be in international waters (customarily thought of as three miles off the coast) for the international light system to apply; the system must be used as soon as you go beyond the sea buoy off an inlet. Both systems, incidentally, are illustrated in the USCG pamphlet, "Pleasure Craft," which may be obtained free from the nearest CG district office or by writing to the Commandant (ORB), U.S. Coast Guard, 1300 E St., N.W., Washington, D.C. 20591.

A common mistake, as published by the Coast Guard, is to have the red and green sidelights mounted on the curved part of the bow, for when the bow dips these lights shine down into the water instead of at the horizon. They are best mounted on a vertical surface, properly leveled, with no obstruction forward or abeam of the ten-point arc each illuminates. For maximum range, they should be as high as possible. And here's something that may be news to many skippers: they need not be mounted on the boat's forward section so long as they are visible through the required forward arc.

Another installation that may forbid award of the decal is to have the sidelights mounted below the sheer on a flaring bow. Such lights might be seen by someone in a rowboat, but not by the skipper at the helm on the high flying bridge of a nearby boat.

Translucent (frosted) glass lens globes are decorative, the Coast Guard admits but they greatly reduce a bulb's candlepower and diffuse the light—and the diffusion may cause the light to shine into the cockpit, blinding the helmsman. The fresnel lens is preferred. And it may be a surprise to some skippers to know that the fresnel lens is not obsolete; the Coast Guard uses it on its lighted buoys. However, a description of this type of lens is missing from the otherwise comprehensive 945-page "International Maritime Dictionary" by Rene de Kerchove.

In the international system, the 20-point white light must be located on the centerline in the boat's forward half. Boats less than 40 feet must carry it three feet above the combination red and green bow light

or the separate red and green sidelights. Boats larger than 40 feet must carry it at least nine feet above the gunwale.

The 32-point white stern light on boats using the inland system may telescope or retract, but it must be carried in the boat's after half. When raised, it must be high enough so that the light is not blocked by the boat top, passengers, or any other objects. And the Coast Guard recommends that it be shielded on the underside to keep the light from shining into the cockpit, especially in the area of the helm.

The stern light for a Class A or Class 1 boat (up to 26 feet) may be carried off center in either lighting system. This is to accommodate outboard-powered craft.

Light obstruction is worth consideration. When it is obvious to a CGA examiner that a 32-point stern light is blocked by a boat top, he will withhold the decal, but it is difficult to foresee careless obstruction by passengers when the boat is running at night. Consider boat A heading toward the port bow of boat B, which is a 30-footer carrying inland lights. This means that boat B has a 32-point white stern light, a 20-point white bow light, and 10-point red and green sidelights. If passengers are seated on the cabin top blocking the stern light, and someone has a leg dangling over the side to block the red sidelight, all the oncoming skipper on boat A sees is the white bow light. "Ah, a rowboat," he assumes. So he proceeds to pass ahead of the slow-moving or anchored "rowboat." Meanwhile, the skipper of the boat in error, who has his red right-of-way light blocked, assumes that he can pass ahead of the oncoming boat with its starboard green light showing. Skipper Stan Manchek was confronted by such a "rowboat" recently off the writer's home port. Luckily, Stan was able to see the situation in time to veer off.

For those who do only occasional night running, it is well to remember that contact between a bulb base and the socket terminal is likely to be broken by corrosion. The lights should be checked before a night run. The writer, in common with many other examiners, carries a small piece of fine sandpaper for the boatowner to clean the contacts, and, as a result, has been able to award the decal and post it on the windshield.

YACHTING

DO NOT SUBMIT
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HEAR RAG!

COAST GUARD AUXILIARY CITED BY NATIONAL SAFETY COUNCIL

WASHINGTON, D.C. —The U.S. Coast Guard Auxiliary was awarded the National Safety Council's Distinguished Service Safety Award today for national leadership in water safety.

In the award, the Safety Council cited the Coast Guard Auxiliary for its 1967 accomplishments of:

1. 128 lives saved.
2. 7,234 assists in rescue missions.
3. Instruction of over 180,000 boaters.
4. 177,000 courtesy examinations.
5. Patrolling 4,500 regattas.

National Commodore Grover A. Miller, Jr., U.S. Coast Guard Auxiliary, of Walnut Creek, Cal., accepted the award for the Coast Guard Auxiliary at the National Safety Council's 56th National Congress and Exposition at Chicago, Ill.

The U.S. Coast Guard Auxiliary is a volunteer non-military organization established by Congress in 1939. The Auxiliary presently has 24,860 members, and anticipates reaching a membership of 100,000 by 1974. Its courtesy motorboat examinations assist owners of pleasure craft to make certain their boats are in safe operating condition and are properly equipped with safety devices. The Auxiliary conducts four different courses in safe boating and in many other ways assists in educating the public in water safety. Often working in conjunction with Coast Guard units, the Auxiliary's operations frequently result in the saving of life and property.

USCG

COAST GUARD ESTABLISHES NEW OFFICE OF BOATING SAFETY

WASHINGTON, D.C., —The United States Coast Guard has announced the establishment of the Office of Boating Safety. The purpose of the new office is to develop, coordinate and direct a wide-range boating safety program aimed at reducing accidents, injuries and fatalities involving the pleasure boating public. The new office will be headed by Rear Admiral William L. Morrison, former Assistant Chief of Staff for Boating Safety.

Plans for the new Office of Boating Safety call for the incorporation of the Coast Guard Auxiliary with the existing Boating Safety Division and the development of three additional divisions: Boating Liaison, for the promotion of boating safety in private and public sectors on local and national levels; Boating Standards; and Boating Education. In addition, the new office will also incorporate an Administrative Staff and a Planning and Evaluation Staff.

*WITH THE U.S.COAST GUARD-

SHOULD THE COAST GUARD HAVE THE RIGHT TO STOP FISHERMEN and boatmen from going into unsafe waters when storm warnings are flying?

Under existing law, the Coast Guard lacks clearly stated legal authority to stop them.

However, the National Transportation Safety Board has taken a strong stand that the Coast Guard should have such authority.

The board took its stand following a review of the Lake Michigan squall accident of Sept. 23, 1967, when seven fishermen were drowned when their small boats capsized. Operators of some 500 motorboats were out that day fishing for the large number of coho salmon.

Small craft warnings had been posted, but most boaters, hell-bent for salmon fishing, ignored the warnings and Coast Guard personnel's individual admonishments.

The amateur sailors were no match for the winds blowing at 30 knots and the seas running 4' to 8'. Most of them lacked experience in boat handling in the heavy surf.

At least 16 boats were damaged in making beach landings and a number of other boats swamped or capsized. Most occupants of the boats involved did not wear lifesaving devices although they were available to them. Fifteen persons were taken to hospitals suffering from exposure and water inhalation. At least 150 persons and 75 boats were assisted by the Coast Guard and local authorities.

The National Transportation Safety Board recommended strongly that the Coast Guard seek legislation which would provide legal authority to stop operators from proceeding into adverse weather and sea conditions.

NEGLIGENT OPERATION

The board said that "the operation of boats of inadequate size and capability under sea conditions considered hazardous by knowledgeable enforcement officials, constitute negligent operation." Under 46 USC 526 1 (a), reckless or negligent operation of vessels is punishable by

stiff fines and/or prison terms. The board recommended that the Coast Guard be more "aggressive" in enforcing this provision of the law.

The board said it "recognizes the right of the individual to fish; however, when his actions result in endangering the lives of passengers and rescue personnel, preventive actions are necessary."

In addition to recommending that the Coast Guard obtain legislation to deter small boat operators from

operating when hazardous sea conditions exist, the Safety Board urged that:

—The Congress give favorable consideration to the proposed Recreational Boat Safety Act of 1968 (HR 15223, which failed to pass in the 90th Congress) or a bill which would encompass similar provisions.

—The Coast Guard, through its state boating liaison, encourage the use of a voluntary registration card system at public and private boat launching sites and marinas.

—The Coast Guard consider approval of life preservers which are designed to fold in shapes suitable for use as cushions, and readily stowable on or under the seats.

—The Coast Guard and the states emphasize enforcement procedures against reckless operation of motorboats and cite the operators of unsuitable boats who proceed into adverse weather and sea conditions after being duly warned.

—The Coast Guard Auxiliary, the Power Squadrons and other boating organizations expand boating educational programs, and the states give consideration to the use of the state school systems. These programs should stress the importance of obtaining and heeding current local weather information on portable radios.

—Based on the apparent success of the plans for preventing recurrence of such accidents in this area since the September 1967 incidents, the Coast Guard should use the experience and the information developed as a result of the meetings between federal, state and local officials in Michigan to establish a coordinated emergency communication system and emergency operation plan in all appropriate recreational boating areas throughout the United States.

Besides advising boaters on safety precautions, the Coast Guardmen also watch for negligent operations, speeding and other violations that could endanger the boating public—some 40 million people strong.

However, accidents still happen—many of them needlessly. In one recent case four children drowned in Jamaica Bay, N.Y., when the small craft they were in capsized. The 12-foot motorboat had been overloaded with seven other children and an adult and was not equipped with lifesaving devices.

In order to help prevent such accidents, the Coast Guard Boating Safety Branch has stepped up operations as the number of boaters increases. During the 1968 boating season a Mobile Boating Safety Information Center toured the district bringing safety information to the boater's back yard—hopefully before he took to the water.

The Center stopped at local marinas and public launching ramps as well as Coast Guard stations. Pam

phlets on weather and safety information were provided along with motion picture and slide presentations.

The Center reached an estimated 2,500 boaters. But that was only a drop in the bucket and next year the Coast Guard will again be ready to step up its efforts to make the waters—and the people on them—safe for everyone.

—The Environmental Science Services Administration, in cooperation with the Coast Guard, The Coast Guard Auxiliary, state boating administrations, U.S. Power Squadrons and other boating safety groups, use the information developed, as a result of the meetings in Michigan, for implementing a weather and sea advisory system in other appropriate recreational boating areas *throughout the United States*.

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by William O. Foss
Special Correspondent
(National Fisherman)

WASHINGTON, D.C.—The Coast Guard's Chief of the Office of Boating Safety, Rear Admiral W. L. Morrison, today advised boaters to take advantage of free education provided by the Coast Guard Auxiliary this winter.

"High schools have long recognized the importance of 'Driver's Education'," he stated "and this same type of instruction is available from your nearest Coast Guard Auxiliary Flotilla."

The Admiral said that "Over one million new boaters are expected next year and, as in any sport, beginners are the group most likely to experience accidents."

He also said "Pamphlets are available to interested boaters, free of charge. The Coast Guard offers many that are helpful to beginners and old pros alike. A few examples are Pleasure Craft (CG-290), Ventilation Systems (CG-395), and Overloading and Improper Loading (a leaflet)".

"These are obtainable at almost any Coast Guard Station, District Office, or by writing Commandant (CAS), 1300 E Street N.W., Washington, D.C. 20591," he added.

"Don't take the 'it won't happen to me' attitude," Rear Admiral Morrison said. "We see too many examples of the tragic results. Be prepared for next season's boating by learning 'We see too many examples of the tragic results. Be prepared for next season's boating by learning

GOVERNORS ISLAND, N.Y.—The Coast Guard Boating Safety Branch has wrapped up another boating season with more emphasis on apprehending reckless boaters.

Boating Safety Detachments operated throughout the Third Coast Guard District—from Connecticut to Delaware—from May 1 through September. In all, 8,867 boats were boarded. Of those, 3,384 were in violation of boating regulations.

ANCHORS ARE IMPORTANT

WASHINGTON, D.C., —"Every boat should have at least one anchor," said the Coast Guard's Boating Safety Division Chief here recently.

Captain R. T. Norris, stressing the importance of the correct anchor, said, "Remember, weight and size come second to design. Choose wisely by asking local boatmen about existing conditions, type of bottoms, and tidal conditions."

"If your boat is large enough to be considered a 'Floating Home'," he continued, "you should carry two anchors. The first with average holding power should be used for normal anchorings, and the other, designed for rougher conditions, used to anchor in bad weather or overnight."

"Think of what may happen if you were caught in rough weather or had engine failure. Without a good anchor you may run aground or be carried out to sea."

ANCHOR LINE

"Holding power in an anchor will do you no good if you fail to pay out enough line," the Captain declared. "The length of the line should be about SIX TIMES THE DEPTH OF THE WATER"

"Check your anchor line as often as possible," he emphasized. "If it is worn or splitting, repair it. Don't put off discarding old line."

In closing, Captain Norris has this warning for boatmen:

"Accidents happen unexpectedly. Why not be ready for them by planning ahead. It could save your life!"

USCG

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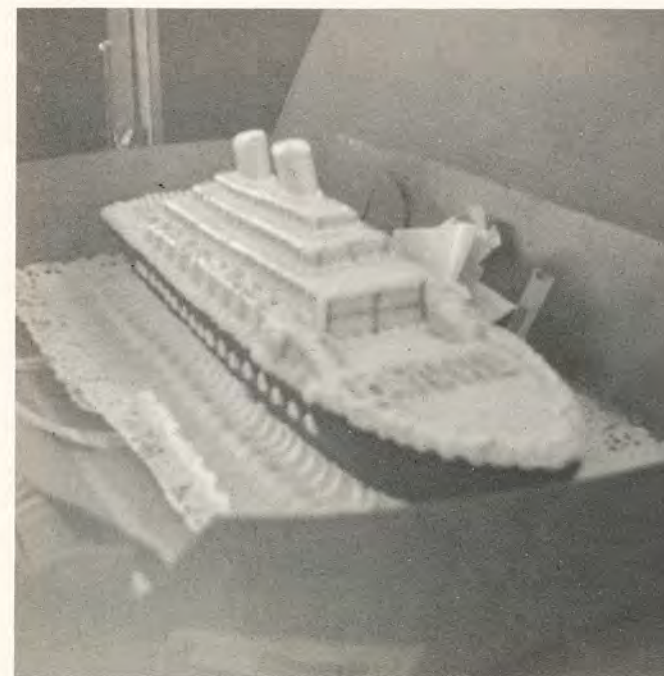
* AUXILIARY NEWS FROM OUR DIVISION'S

DIVISION I NEWS

A fine representation from Division I was observed paying their last respects to our departed DIRAUX, John Massman. Under his fine leadership we, the Auxiliary, became better acquainted in fellowship as well as education, operations and examination. We will miss this wonderful gentleman and will surely be better Auxiliarists for having known him.

Our former Division Caption-I Victor F. Baumeister was re-elected as Rear Commodore—East. Vic has our sincere congratulations and vote of confidence. He never lets his gang down.

Division I has a four star record for the year in assists—with an early, unofficial total of 112! The gang is like a mother—always there when they are needed. This bit of information was piped up by our DSO (OPS) Andy Assimos.



Who said boats had to run all the time, this one went on a ride on board Training Officer boat "Dutchess". His first mate who is Secretary of Division and Flotilla celebrated her birthday at Great Oaks.

According to SO Harold Orr (CME/FAC), Division I Courtesy Examiners passed 735 boats and failed 376—a fine total of 1,111 inspections for the year.

Both Flotilla #14 and Flotilla #18 have Fall P.E. Courses going full-tilt. Scuttlebutt has it that they are going just great. Concurrent with their P.E.C., Flotilla #14 has a gang of 22 members participating in their Advanced Piloting Course.

DCP-I Ned Fox and DVCP-I Bill Page were both re-elected to their respective positions at the helm. Hearty congratulations go to these two well-seasoned sailors. We are behind you 100%.

We are all looking forward to a grand Change-of-Watch on 19 December 1930 hours at Hornes Restaurant in Newark, Delaware. We'll be there with bells on to wish a very Merry Christmas and a Happy New Year to our officers as well as the crew.

sig/ Nancy V. Hopkins
SO (PUBS) * DIVISION I



Flotilla #19 Summer Cruise to Great Oaks. This is a grand looking group for an afternoon cocktail party. No time for anyone to go over board.

AWARD WINNERS

SPRINGFIELD'S ALL-GIRL FLOTILLA 46 lead the Parade of Award Winners at the Winter Conference. The girls started the parade by winning the District Commodore's Honor Award for the greatest percentage of membership participation. They also won a plaque from the District Board. The girls' Training Aid display wasn't a winner but it was outstanding. The Aids award was won by Flotilla 18.

The National Safe Boating Week Award was won by Flotilla 62. The Wm. Ross McDonald Public Education Award was won by Flotilla 26. Division I won the Operations Award for assists. Flotilla 56 won a plaque for "Most New Members." The Courtesy Motorboat Examination Award was won by Flotilla 52. Adolph Salter, Flotilla 81, won the Personal Service Award. Flotilla 52 won the Past Commodore's Trophy for best overall performance. Division Seven won the award for the Most Patrols Performed. Mr. Meeker won the award for the Outstanding Assistance and Rescue of the year.

On Saturday, January 13, 1969, at the annual "Change of Watch", Mrs. Jane Haske of Broomall, Pennsylvania was sworn in as Division Captain of Division IV, Third Southern Area, by John Johansen, District Commodore, Third Southern Area.

Jane became the first woman to obtain this position in the area. She is a member of the noted all women Flotilla #46, of Springfield, Pa.

Harold Haney, District Vice Commodore, Third Southern Area, swore in the Flotilla Commanders and Flotilla Vice Commanders for 1969.

E. K. Sowden, Sr., Immediate Past Division Captain, presented the Past Captains Award, to the Flotilla having successfully met the requirements and having scored the highest points in achievement, to Jane Jednacz, Flotilla Commander, Flotilla #46, the host Flotilla.

Thomas Belk, Past Division Captain, presented the outdated Auxiliary Ensign to John Johansen, District Commodore, as a token of his home division. This ensign was replaced by an ensign of the new design.

Among the other guests at the head table were Victor Baumeister, District Rear Commodore East, Third Southern Area, Mrs. Baumeister, Mrs. John Johansen, Mrs. E. K. Sowden, Sr. Flotilla Vice Commander, Mrs. Harold Haney, Albert Haske, District Staff Officer, and Mrs. Albert Haske, Division Captain.

Mrs. Bonita J. Bickel, SO
Box 388, R.D. 1
Pottstown, Pa. 19464

On Monday, October 7, 1968, a new flotilla was chartered in Division IV, Third District, Southern Area.

The birth of this new flotilla took place in the Paoli Presbyterian Church in Paoli, Pennsylvania, and was given the number 45.

E. K. Sowden, Sr., Division Captain, introduced Lt. Commander John Massman, District Director, (Deceased), who presented the charter to Vernon Preston, Flotilla Commander.

Vernon Preston, Flotilla Commander, and Mrs. Eleanor Sowden, Flotilla Vice Commander, were sworn into office by John Johansen, District Commodore.

Harold Haney, District Vice Commodore, presented the charter members with their membership cards and Victor Baumeister, Rear Commodore, presented the members with their CG 305.

Mr. and Mrs. Frank Mahoney presented an American Flag to Vernon Preston, Flotilla Commander, for the flotilla's use.

Refreshments were served to fifty guests from surrounding flotillas and divisions.

Bonita J. Bickel, S.O.



From Left To Right—Vernon Preston, F.C., Mrs. Eleanor Sowden, V.F.C., E. K. Sowden, Sr., D.C.P. and Lt. Comm. John Massman, (Deceased) DIRAUX

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U.S.C.G. AUXILIARY FLOTILLA #43 CELEBRATE BIRTHDAY OF FOUNDER CLAUDE S. BRUBAKER

Claude S. Brubaker of 9 S. Maple Lane, West Chester celebrated his birthday December 21. Mr. Brubaker was born in 1898. He graduated from West Philadelphia High School in 1916 and attended Drexel Institute. Since that time he has devoted much of his time and knowledge to many and varied organizations.

Among the many organizations of which he has belonged and served are:

Vice President of the Short Line, Inc., a bus line from West Chester for 18 years.

A member of B.O.P.E. #853 of West Chester for 44 years and has served as Treasurer for the past 18 years.

Past Vice President of Penna. Elks State Association and Past President of Southeastern Penna. Elks District.

School Director on the West Goshen School Board for 12 years.

Prison Inspector for Chester County Prison for 13 years.

Director of Home Building and Loan Association of West Chester.

A member of St. John Lodge #115 F. & AM for 49 years.

Committee member of Boy Scouts of America Troop #68.

Trustee of Hance's Point Yacht Club, Hance's Point, Md.

President of Auxiliary Training Base, Inc. of North East, Md. for 18 years.

Vessel Officer on the Florence V Foundation with a staff of 28 members, he has helped train Sea Scouts and Boy Scouts.

Vesper Club, American Yacht Council and Boats, U.S.A. of which he is Area Commodore.

He is now President of a new club Hi Twelve Boat Club of West Chester.

Coast Guard Reserves from 1941-45 as a Warrant Officer.

Bru joined the U.S.C.G. Auxiliary in 1940 as an instructor and after the war served as a training officer with the U.S.C.G. Auxiliary #22, Essington, Pa. He wrote and conducted the first Public Instruction Course at the Philadelphia Customs House in 1946 and taught 328 participants. He has instructed over 8000 students to date and cruised over 89,000 nautical miles in the Chesapeake and its tributaries. He has served as a liaison for the U.S.C.G. and has been elected and served in every office in the U.S.C.G. Auxiliary, 3rd District, Southern Area. He is a member of the U.S.C.G. Auxiliary Past Commodore's Association, Past Captains Assoc.

As Training Officer and Fleet Captain for Flotilla #43, West Chester, Pa. he directs the Public Instruction Course held at the local Y.M.C.A. Incidentally this course started November 18, 1968 and will finish February 3, 1969. He states "that boating enthusiasts

who want to better their knowledge of boating, the course will suit their needs." He is to be commended for giving so much of his time and knowledge to help make boating safer on the seas he loves so much.

A party was held in his honor by the Flotilla after the meeting on December 18, 1968.



Secretary, Kay Olsen—5 years of service in this office, FC George Lawrence, Past Commander Albert Uhl, Past Commander Franklin Walker, Past Commander Charles Sonnenberg and Division VII Captain Joseph L. Krager, Jr.



From; Mrs. Marie Semet, SO, Div. VII
1601 Dillon Road
Maple Glen, Pa. 19002



Flotilla #59 did some advertising recently by entering the above float in the Williamsport, Pa. Veterans Day Parade.

The truck carried the (old) Coast Guard Auxiliary Flag (new one not received) and displayed various life jackets and other boating safety items.

Posters showing "Courtesy Examination Stickers" and "Training Courses" were included with a flashing nun and can buoy.

Attached to the truck was a USCG Auxiliary safety patrol boat trailer mounted and manned by Commander Holler and Vice-Commander Mitcheltree who sweetened the spectators by heaving candy to the kids.

Sig Tom Holler
FC #59

"DIVISION VI"



LET'S GANG UP HERE UNTIL THEY OPEN THE DOOR

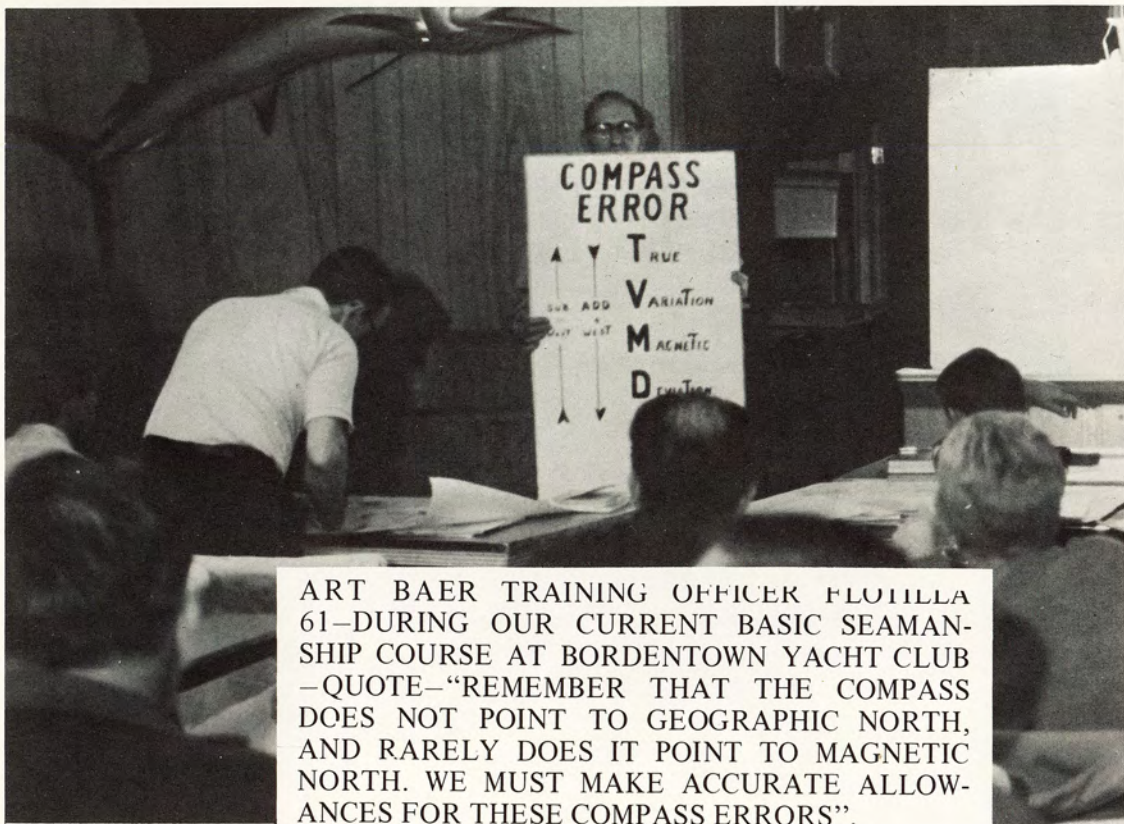


SANTA CLAUS ARRIVES AT FLOTILLA 77 OF MYSTIC ISLANDS, N.J. TO HELP IN THE DISTRIBUTION OF GIFTS TO THE CHILDREN OF THE AREA. SATURDAY AFTERNOON DECEMBER 21, 1968.



SURE I'LL TAKE THE TOYS, BUT KEEP THAT GUY WITH THE WHITE BEARD AWAY FROM ME.

MAY FIRST!



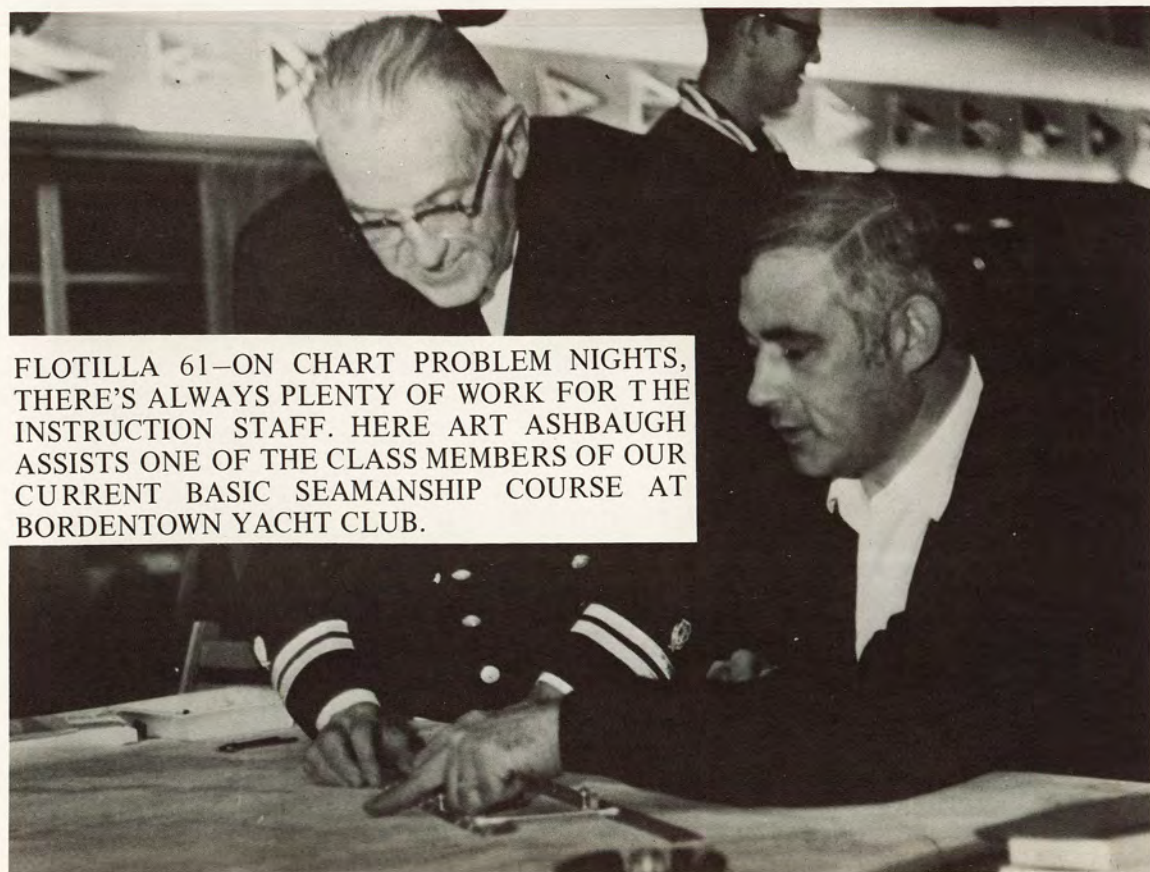
ART BAER TRAINING OFFICER FLOTILLA 61-DURING OUR CURRENT BASIC SEAMANSHIP COURSE AT BORDENTOWN YACHT CLUB -QUOTE-"REMEMBER THAT THE COMPASS DOES NOT POINT TO GEOGRAPHIC NORTH, AND RARELY DOES IT POINT TO MAGNETIC NORTH. WE MUST MAKE ACCURATE ALLOWANCES FOR THESE COMPASS ERRORS".



FLOTILLA 61, ART BAER (RIGHT) TRAINING OFFICER HELPS P.E. CLASS MEMBERS WITH CHART PROBLEM IN OUR CURRENT BASIC SEAMANSHIP COURSE AT BORDENTOWN YACHT CLUB.



MIKE IMMORDINO, VICE COMMANDER, FLOTILLA 61, CHECKS A YOUNG STUDENT'S COURSE ON THE TRAINING CHART. AMONG ENROLLEES IN OUR CURRENT BASIC SEAMANSHIP COURSE AT BORDENTOWN 'Y' CLUB ARE SEVERAL TEEN-AGERS AND ALSO MARRIED COUPLES.



FLOTILLA 61—ON CHART PROBLEM NIGHTS, THERE'S ALWAYS PLENTY OF WORK FOR THE INSTRUCTION STAFF. HERE ART ASHBAUGH ASSISTS ONE OF THE CLASS MEMBERS OF OUR CURRENT BASIC SEAMANSHIP COURSE AT BORDENTOWN YACHT CLUB.

DIVISION VII NEWS



Flotilla Commander, George Lawrence, Sr., of Flotilla #77, Mystic Islands, New Jersey had the pleasure of swearing in four new members at a recent Flotilla meeting.

The new members are Mrs. Jeannette Kuter, Mr. John Betz, Dr. Jaime Martinez and Mr. Steven Salaman.

Mrs. Marie Semet, SO, Div. VII
1601 Dillon Road
Maple Glen, Pa. 19002

"DIVISION VIII"

ONCE AGAIN FLOTILLA #83 CONDUCTED OPERATION "HO HO HO".

A man dressed in red walked with a rolling gait along a pier. He walked back and forth impatiently while the water beneath made a cold grey lapping sound on the pilings and the sky above, slate-colored, threatened snow. He walked up to another man dressed in the uniform of the Coast Guard Auxiliary. "Ho ho ho" the man in the red suit said. The uniformed man, bundled in a huge coat, looked at the red-suited man and said, "Not just 'ho ho ho', 'but Operation Ho Ho Ho.'"

Both men were members of Wildwood Flotilla #83, Coast Guard Auxiliary and both engaged in the annual "OPERATION HO HO HO". Every year, one member dresses up as Santa Claus and, with a sack full of goodies, visits the remote lighthouses and lightships manned by men from the Coast Guard Center of Cape May. This particular day, Sunday, December 22, they were waiting for a small patrol boat that would take them out to the "Five Fathom Lightship".

"OPERATION HO HO HO" is one of the highlights of Flotilla #83 activities for all it's members, at which time, stockings are stuffed with candy, oranges, apples, cigarettes and other goodies, and along with cookies and fruit cakes, placed in cartons according to the number of men stationed at each location, the five lighthouses in Delaware Bay and lightships, Five Fathom and Delaware, the cartons are then taken, weather permitting, out to these locations and distributed to the men cut off from their families and friends at the Christmas Season. The Auxiliary make sure these men are not forgotten.

Standing on the pier a short distance from the other two men was Past Captain Arthur Nissen, sponsor of "Operation Ho Ho Ho". "For four years we've been trying to get out to the lightships, and each time it's been too rough", he said, "Now we're finally going to make it."

Our party for this trip had been waiting on the dock for more than an hour for the 44 footer which was to take us out. Due to a towing emergency involving a 110 foot fishing vessel, we had to delay our departure until the vessel was towed safely into Cold Spring Harbor and made secure. At 1100 hours, after donning lifejackets, we were welcomed aboard the 44 footer and proceeded out to sea. The deck of the small cutter was crowded as we watched the shoreline recede and the endless grey sea stretching out ahead.

Santa Claus sat on a coiled hauser aft of the wheel house. Given the slightest excuse or opportunity, he would bring forth a round loud "Ho Ho Ho".

It's a long journey out to "Five Fathom", even with a steady, tranquil sea. There were slight swells as we made our way through the few fishing boats out after the cod fish that abound off Cape May. Soon the fishing boats disappeared, and the only thing that stood out was the steady drone of our engines as we viewed the solemn winter seascape. After an hour and a half, we sighted the lightship, riding lightly on the slick grey swells. We sounded our horn and "Five Fathom" responded. As we drew nearer we could see a small group of men lining the ship's rail.

The big moment had arrived, our cutter was made fast to the lightship and our party was welcomed aboard. Meanwhile, Santa's pack was hoisted aboard, and Santa who had remained hidden in the after cabin, emerged with a hearty "HO HO HO" and started up the boarding ladder of the lightship. He was greeted by the ship's Executive Officer, Chief Boatswain Mate Charles Haywood, of West Cape May. "Welcome aboard Santa," Haywood said. Santa replied "Ho Ho Ho" and a Merry Christmas," as he sized up the fine young group of men who manned the lonely lightship, "you're a fine looking bunch", he said.

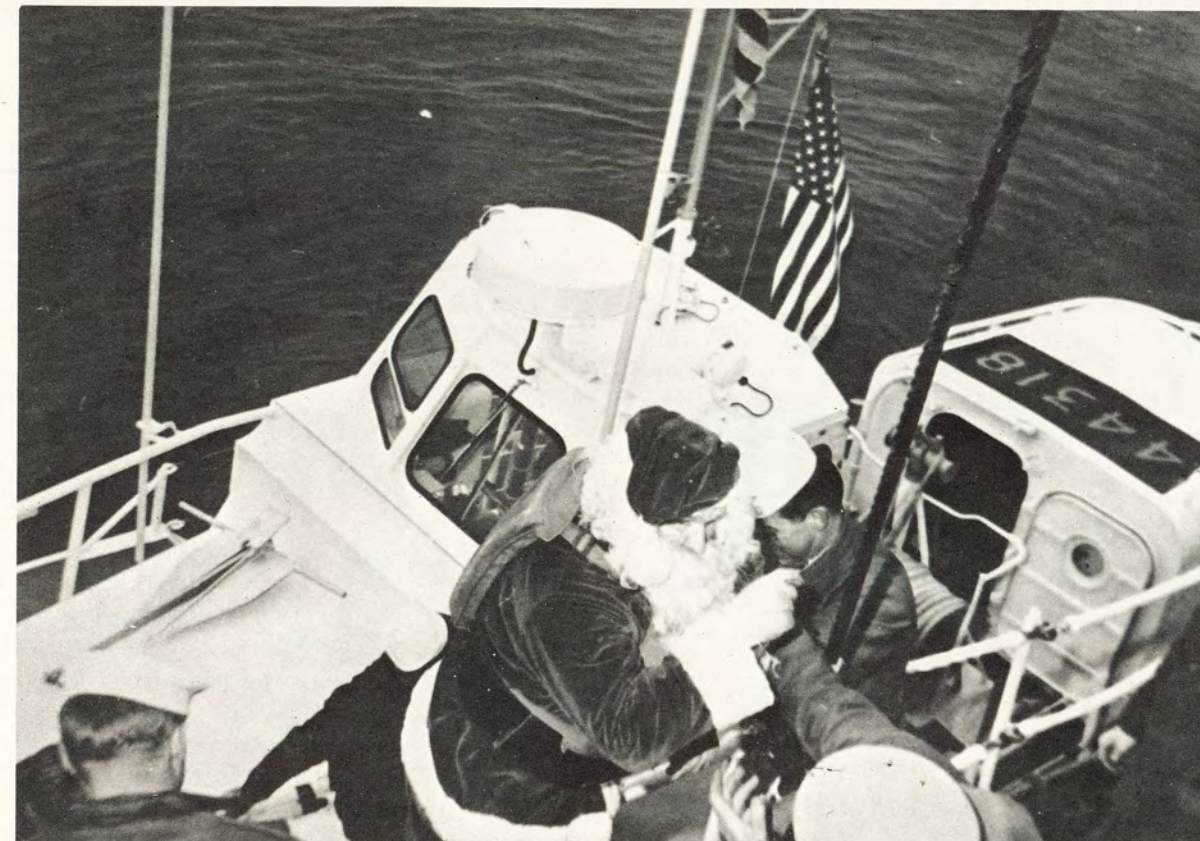
After the greetings, the gifts were distributed, and then all hands went below for coffee and sandwiches. Everyone enjoyed the hospitality of our gracious host, Chief Haywood. We were given a grand tour of the ship. At last the time came all too quickly to bid

adieu to the gallant crew, we all scrambled down the ladder with the little cutter bobbing dangerously along side the larger vessel. Santa was the last to leave. Haywood thanked him and everyone else who had accompanied Santa for making it a little more like Christmas at home for him and his men aboard the ship. Santa answered with a hearty "HO HO HO".

We circled the ship three times as the men aboard the lightship sang MERRY CHRISTMAS TO SANTA, and Santa answered with "Merry Christmas to all" as our cutter set our course homeward bound. A freezing hail began to fall mixed with a flurry of snowflakes as we finally headed toward our invisible shoreline. Santa, bundled in his costume, fell asleep against the bulkhead, his task completed.

The members of the Coast Guard Auxiliary who went along on this trip were: Arthur Nissen, PDCP Div. VIII; Russell L. Higgins, PDCP Div. III; (WHO PLAYED SANTA); Robert Nieman, FC; and Joseph Peer, FVC; all members of Wildwood Flotilla #83. Three members of the press enjoyed the trip and did a bang up job on picture and news coverage. They were: P. O. Erichsen, Staff Writer; Joseph Mazzotta, photographer; and J. Lee Watton, writer; all from the Atlantic City Press. Owen Hand, from RADIO STATION 'WRIO' made a tape recording of the entire trip and it was on the air at 1835 hours Sunday, December 22 for 15 minutes. Thanks to these folks for helping us in such a shipshape fashion.

RUSSELL L. HIGGINS, PDCP





OPERATIONS OFFICER OF FLOTILLA 12-3 ESTABLISHES OWN CME STATION

Ingenuity paid off for Flotilla 12-3 when Operations Officer Ray Hurd erected this sign on his own property at Frederica, Delaware, early this season. The results produced are shown in the other illustration where Ray (left) congratulates a Skipper and Mate at the Mispillion Ramp after his 200th CME inspection.

This is certainly one proof that the constant admonitions of District CME Officer Krauss and Division Captain Holt are not falling on deaf ears in Division XII.

DIVISION XIII

Well, here we go again. Seems like I can't get away from the quiet-writer. I think faster than I type and believe me this machine is a lousy speller. And after my last contribution in the November issue it would seem that the material it turns out is not so quiet.

Your machines don't spell so good either. You gave Joe Micciche a new title, IPEC instead of IPFC. But don't worry about it because the guy that called to tell me that the DCP should know better always wants egg in his beer, and it was not Joe.

We've run into a slight snag, so the second new flotilla in Moorestown may not be ready for charter until after January 1, but she'll be ready.

The division went over the quota for CME's, thanks to the efforts of Sam Cavilier and Ev. Oliver 13-2 and Bill Curriden 13-5 who are all in the 100 decals class. One of our boys, Howard Ward 13-1 also volunteered his services to the C.G. for a day's time on SAR patrol out of Atlantic City. He was assigned to one of the 44's and earned his chow by participating in an assist and an SAR demonstration. I am going to do this myself one of these days.

Flotilla 13-1 is again loaded to the plimsol line with 3-8 lesson PEC and 1 advanced course, under the able guidance of FC Doc Kilberg.

Flotilla 13-5 is carrying a deck load of 3 also, under FC Mondelli. Pleasant surprises are always happening. Bill Curriden who was supering one of these courses got himself a case of something, and it wasn't booze darn it, which put him out of business, but never once were we lacking for a volunteer instructor.

The division tried something new, a combined flotilla meeting. Wonder of wonders, all flotillas were represented, and even if we didn't set the world on fire we did get some good solid thinking and opinions aired as regard membership growth. I am going to follow through with another get together, and if the seeds bear fruit the rest of the 3rd SA better look to their laurels. The boys play as hard as they work. Reports have it that 13-5 threw a wing-ding at Cappriatti's. The division will try to equal the score by another rendezvous at Prince Inn in Pennsauken in December. Auxop training is also in progress.

Now that dress blues are in, I no longer get those shoulder boards snagged on the car roof, I just knock my hat off. I'm still in trouble though, and I could be re-elected. Worra, worra, worra. Got some more captaining to do. See you at the Winter Conference.

MAY FIRST

SEA SECRETS by...International

Oceanographic Foundation

QUESTION: *Why do SCUBA bottles become warm at the time of filling when the compressor has already compressed and cooled the air?*

ANSWER: Charles' Law states that the volume of a gas under constant pressure will vary directly with the temperature. It follows that if pressure is increased while volume is kept constant, the temperature must rise.

QUESTION: *Can you tell me if the velocity of water across a surface has any effect on barnacle attachment? If so, what is the minimum velocity that would prevent or significantly reduce barnacle fouling of a surface? Also, do barnacles attach themselves without regard to the availability of light?*

ANSWER: In most waters fouling drops to a negligible amount at velocities exceeding 2 knots. In some cases, the fouling is reduced at somewhat lower velocity levels. This is effective, however only if all surfaces are at a velocity of 2 knots not merely the general velocity of a boat or of the sea water past a structure.

Fouling organisms will collect in eddies and other areas of reduced velocity. Most of them are independent of the presence of natural daylight but a few such as algae need sunlight for photosynthesis.

QUESTION: *At about the same time every night, a certain starfish in my aquarium moves to the surface of the water and extends three of its five rays partly out of the water. The tube feet of the projected rays are also extended and seem to be reaching for something outside the boundaries of the water. The remaining two rays are submerged and cling to the wall of the tank. After about ten minutes, the starfish moves to another part of the tank and behaves normally. Do you know what this starfish is doing and why?*

ANSWER: Some species of starfish from Florida waters have exhibited the same behavior in aquaria at the University of Miami's Institute of Marine Sciences. They have been observed climbing to the surface of the water in the aquaria and extending some of their arms just beneath the surface film in an upside-down position. There was no definite time period, however, when they behaved in this manner.

It is possible that starfish behaving in this manner are filter-feeding. In the Proceedings of the German Zoological Society (Vienna, 1962), Dr. D. B. Magnus reported surface film feeding in the brittlestar *Ophiocoma scolopendrina*. Such behavior in starfish is the subject of a study presently being conducted by one of the graduate students at the Miami Institute.

QUESTION: *In spearing spiny lobsters near the north end of Abaco in the Bahamas, I sometimes find the sea floor strewn with bodies of lobsters that have been thrown back into the sea by fishermen. Will the presence of these bodies drive all the healthy lobsters out of the area for a long period of time?*

ANSWER: There is no experimental evidence to indicate that discarded lobster bodies drive live lobsters from an area. It is believed by fishery researchers, however, that unless the quantity of discarded material is so large that it fouls the sea floor with rotting carcasses, no harm will be done. Lobsters will eat carrion, including that of lobsters.

QUESTION: *My wife and I were stung by what we thought was a Portuguese man-of-war when we were snorkeling in shallow water off the beach at Bahia de Palmas, California. The float or balloon was nearly transparent with a bluish base as the enclosed photograph shows, and had at least one blue tentacle. The float was about 1½ to 2 inches in size, and the tentacle was about 2 feet in length. The only information I can find is about the Florida variety of man-of-war.*

ANSWER: Your photograph shows a fairly typical specimen of the Pacific man-of-war *Physalia utriculus*. It differs from the Atlantic form in its small size and in its reduced number of shorter tentacles. Where the Pacific form has but one or two fishing tentacles, the Atlantic form may have five to ten tentacles. Except for these minor structural differences, the two forms are similar, and both are very efficient "stingers," as you can attest.

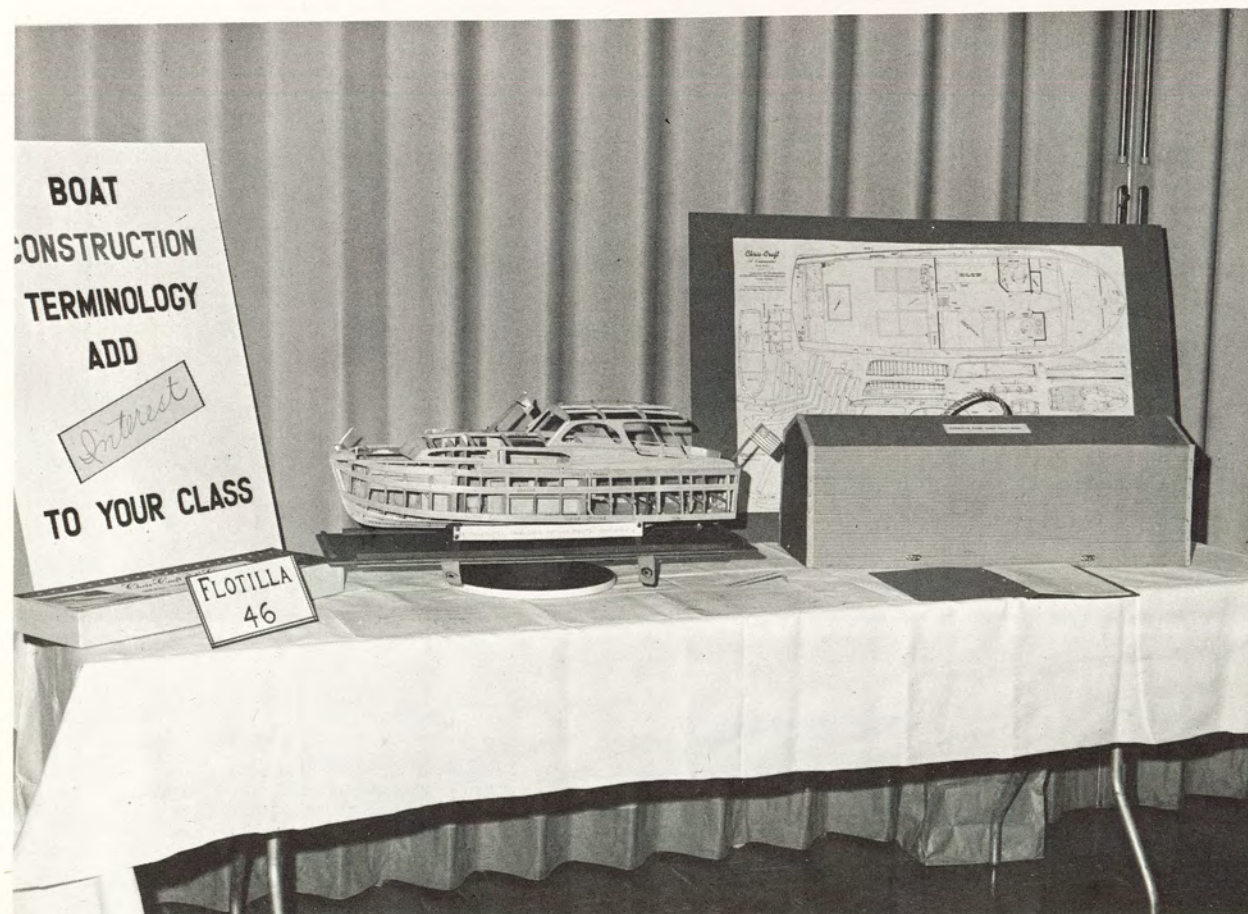
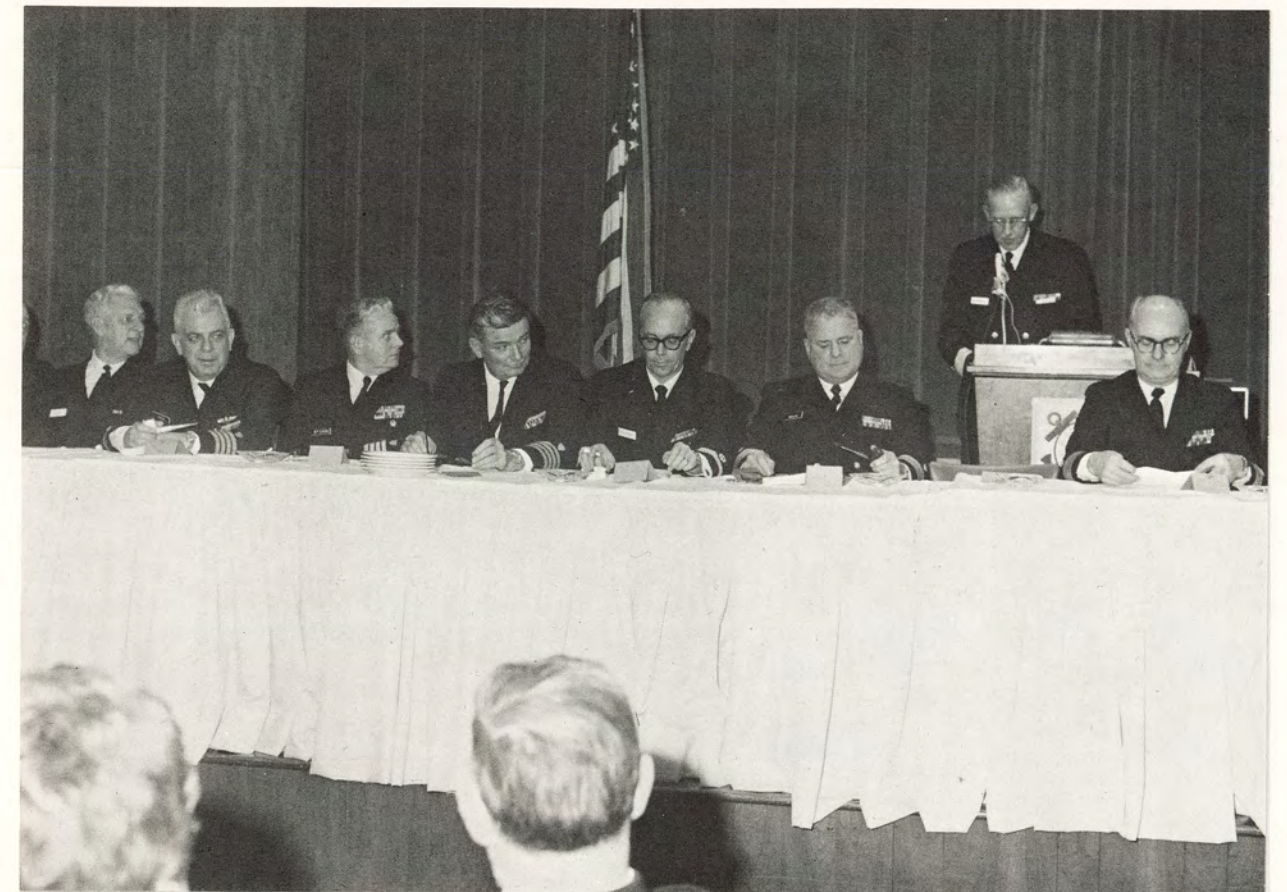
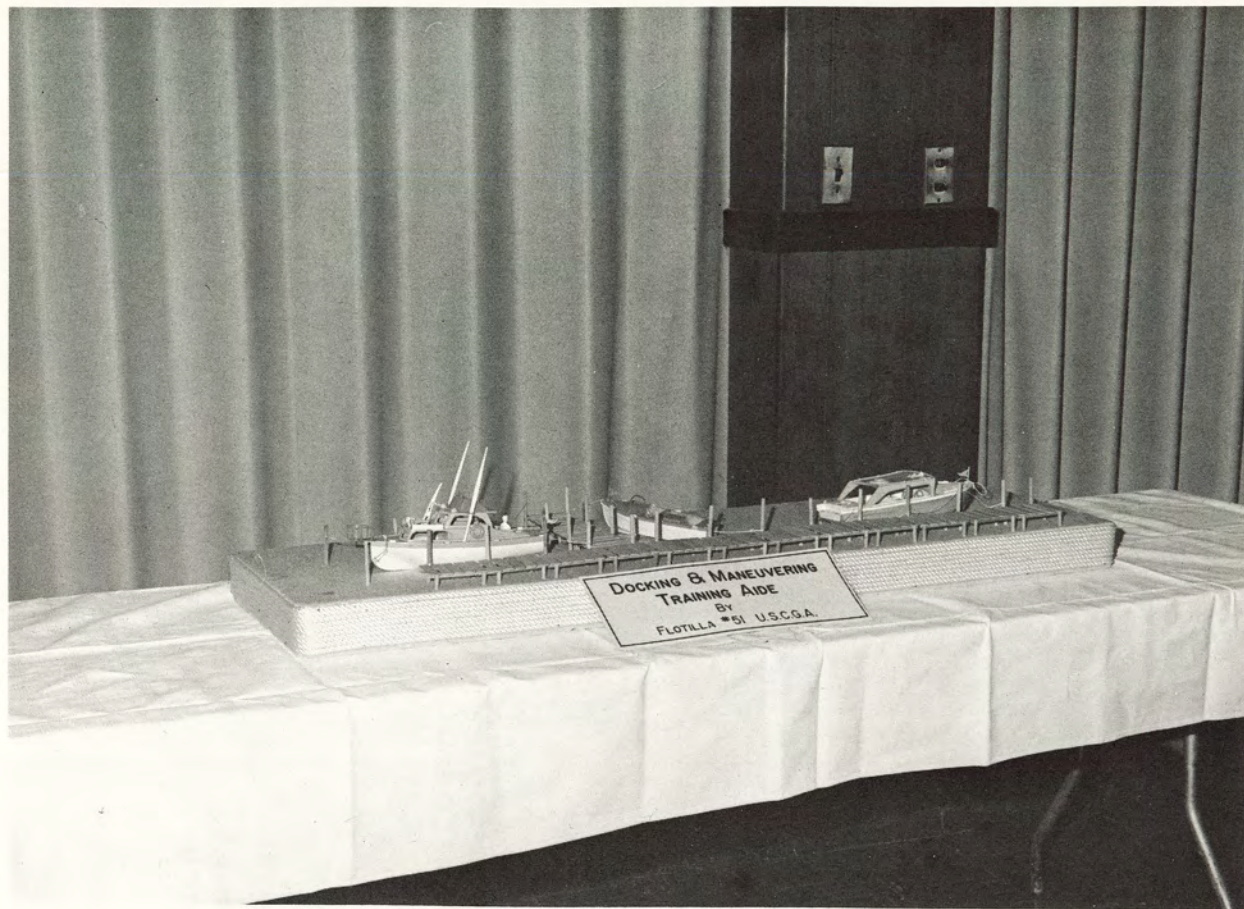
QUESTION: *Are shellfish, such as shrimp, suitable for a low-cholesterol diet?* ANSWER: Unlike finfish, which are generally quite low in cholesterol and, therefore, suitable for such a diet, shellfish are specifically excluded from some lists. This may be a precautionary assumption of guilt in the absence of any extensive evidence of innocence.

It is known, for example, that cholesterol seems to be the typical sterol of crustaceans, and that phospholipids and cholesterol seem to be fundamental components of crustacean tissues. There is evidence, however, that the cholesterol content of entire animals varies regularly from rather high to low depending on ecdysis. In crabs, for instance, the cholesterol content of entire animals increases at ecdysis from an average low of 0.036 to 0.750 grams per 100 grams wet weight. By implication, soft-shelled crabs might well be avoided by anyone concerned about the cholesterol level, while the hard stage could be eaten with a clear conscience.

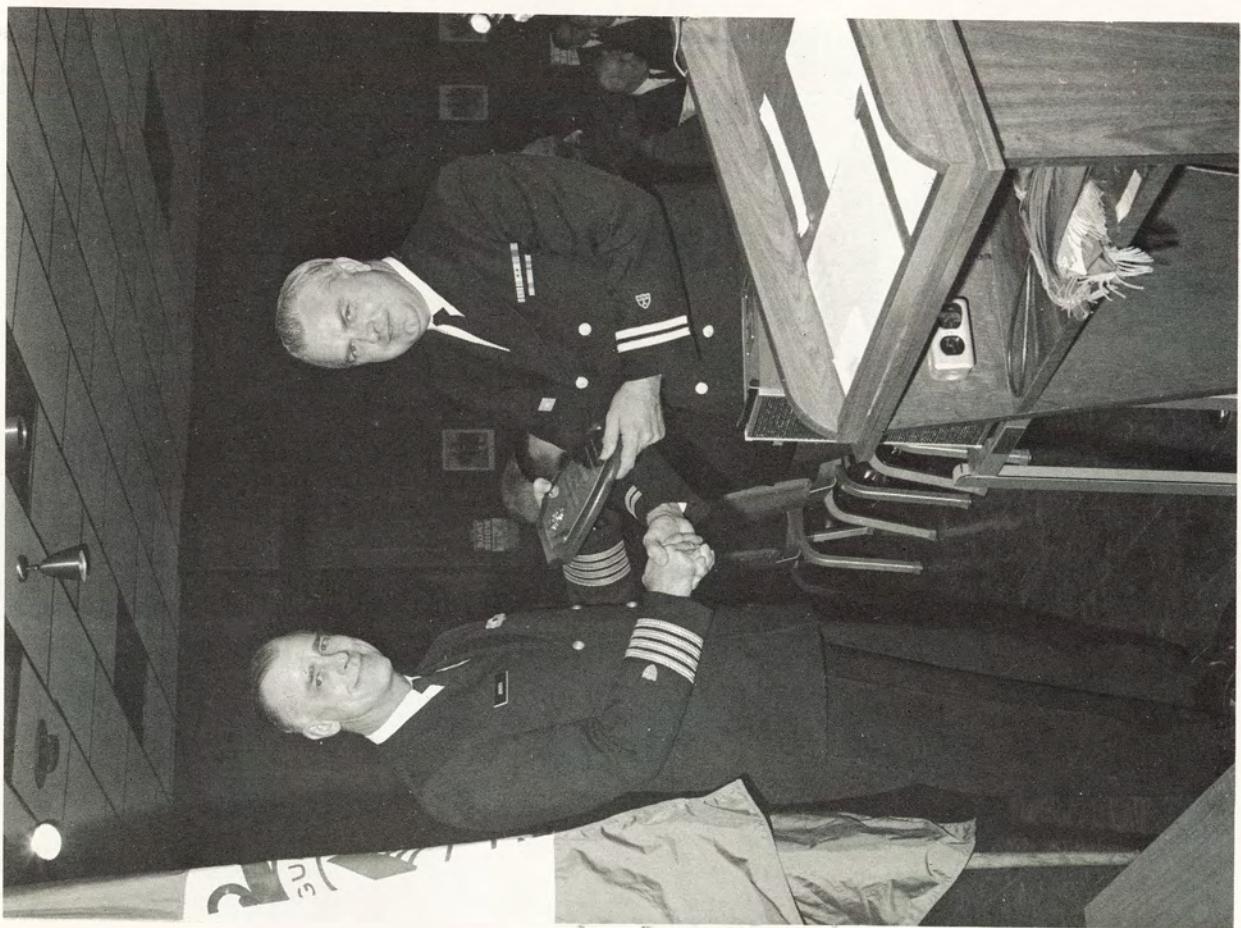
The exclusion of such delicacies from lists of approved dietetic foods is probably based largely on reasonable caution and sensible suppositions, and until more definitive scientific research is done, the diets should be followed as directed by physicians.

The International Oceanographic Foundation, 10 Rickenbacker Causeway, Miami, Florida 33149













DEPARTMENT OF TRANSPORTATION
U. S. Coast Guard
Commander, 3rd GG District (dca-SA)
c/o Coast Guard Base Gloucester
Gloucester City, N. J. 08030

OFFICIAL BUSINESS



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