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Auxiliary District, Southern Area.

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RADM Mark A. Whalen, Third Coast Guard District Commander, addresses auxiliarists in attendance at the Eastern Inter-District Conference held 25 & 26 October 1969 at U. S. Coast Guard Training Center, Cape May, New Jersey.

Official U. S. Coast Guard Photo

*THE BARE'S FACTS-

DIRECTOR OF AUXILIARY
Lt. Cmdr. Manuel Tubella, Jr.

ASSISTANT DIRECTOR
Lt. (jg) Allen H. McCoy

DISTRICT COMMODORE
John E. Johansen

VICE COMMODORE
Harold B. Haney

REAR COMMODORE—WEST
Hamilton Handling

REAR COMMODORE—EAST
Victor F. Baumeister

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MEMBERSHIP TRAINING
Charles Berger

PUBLIC EDUCATION
Thomas Dowling

COURTESY EXAMINERS
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OPERATIONS
Andrew Assimos

PUBLICATIONS
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MATERIALS
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Charles E. Niessen

RECORDER
Beatrice R. Howlett

SAFE BOATING
Claire Bloxham

PROJECT 'AIM'
Lloyd Furber

ASSISTANT TO PROJECT 'AIM'
Kay Furber

AWARDS
Ken Sowden

POWER SQUADRON LIAISON—COMMUNICATIONS
Royden E. Hager

ASSISTANT—COMMUNICATIONS
James M. Ristine

DIRAUX LIAISON
Claire Bloxham

MEMBERSHIP GROWTH & RETENTION
Paul Henninger

AUDIT
George D. Savage Philip W. Spielmann

HELLO AGAIN.....OUR NEW MAILING
PROCEDURES TO GO INTO EFFECT WITH
THE NEXT ISSUE WILL DISPLACE MY
MAILING CREW. THOUGHT YOU MIGHT
LIKE TO MEET THEM.



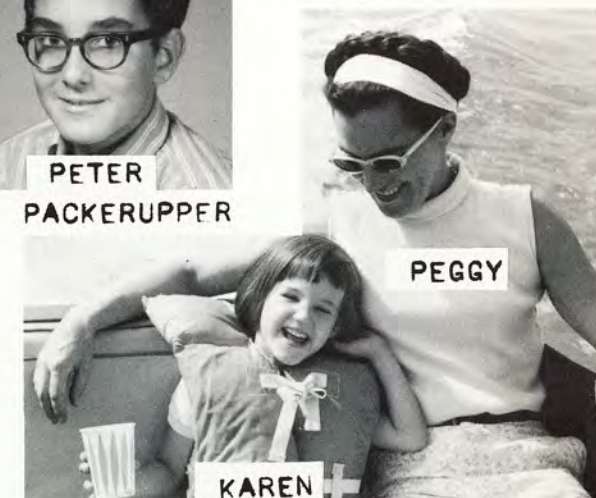
MARGO
STAPLEUPPER



ROBIN
STICKERUPPER



PETER
PACKERUPPER



PICKERUPPER

HURRYUPPER



ROOTERTOOTERS

SEASONS GREETINGS. SEE YA ALL AT
THE WINTER CONFERENCE. BOY OH BOY
TIME FLASHES, EH?

GONE.

DIRAUX MEMO NO. 23-69

From: Director of Auxiliary (SA)
To: All Flotilla Commanders
Subj: Disenrollment of a member; information
concerning
Ref: (a) CG-305, Chapter 1, Part 9

1. PURPOSE: The purpose of this memorandum is to call the attention of all flotilla commanders to the basic regulations and operating policy of the Auxiliary concerning disenrollment of a member as set forth in reference (a).

2. DISCUSSION: Annually, the increase in Auxiliary membership gained within this District is completely lost through year end disenrollments. Although many of the causes for this, and especially disenrollments for reason of inactivity, are gradually being overcome by the efforts of the entire membership, the averting of this problem demands the close attention of all responsible Auxiliary officers in order to maintain the year end disenrollments at a minimum. In addition, it is to be noted that failure of a member to accomplish his facility inspection by the prescribed deadline date is not, in itself, cause for disenrollment. All members who fail to accomplish their annual facility inspection and who have not obtained an approved waiver of this requirement by the prescribed deadline date are automatically made non-facility owning members.

3. ACTION: All flotilla commanders are requested to review in detail the provisions set forth in reference (a) and to insure compliance with the provisions contained therein concerning the processing of all recommendations for disenrollment of a member (Form CG3-7, Rev 8-62). In this regard, flotilla commanders will insure that:

a. A copy of the disenrollment proceedings is provided to the member concerned by the flotilla commander.

b. The recommendation for disenrollment of a member must include the reason for this recommending action for all reasons other than resignation or death.

c. The recommendation for disenrollment of a member must be submitted via the division captain as required and set forth on the form itself.

In order to effect the official roster of 31 December 1969, all recommendations for disenrollment of a member must be completed in full, properly endorsed, and RECEIVED BY THE DIRECTOR OF AUXILIARY NO LATER THAN 11 DECEMBER 1969.

4. CANCELLATION: This memorandum is effective upon receipt and is cancelled for record purposes on 31 December 1969.

M. TUBELLA, JR.

Dist: A, B, C, D, and I.

DIREAUX MEMO NO. 13-69

From: Director of Auxiliary
To: Distribution

From: Director of Auxiliary
To: Distribution
Subj: Revised Basic Qualifications Examinations (Series I and II), promulgation of
Ref: (a) Coast Guard Auxiliary Manual (CG-305), as amended
(b) Auxiliary Membership Qualification Guide (CG-302), Part 1

1. PURPOSE: The purpose of this memorandum is to promulgate the revised Basic Qualification Examinations, Series I and II, which are to be administered to Conditional Members in meeting the requirements for Basic Qualification as outlined in the Auxiliary Membership Qualification Guide (CG-302).

2. DISCUSSION:

(a) All previous editions of the Basic Qualification Examinations (Series I, II, III of January 1960) are hereby superseded. Effective 1 July 1969 only the revised examinations as promulgated herein are acceptable for membership qualification purposes.

(b) Although authority exists to waive certain questions in the Basic Qualification Examinations, these examinations WILL BE COMPLETED IN THEIR ENTIRETY by all Conditional Members even though they may have taken the Public Education Course in Basic Seamanship.

(c) In addition to the revised Basic Qualification Examinations, Conditional Members must successfully fulfill the following requirements; (1) qualify on the Piloting Problem as officially promulgated by the Director of Auxiliary, and (2) complete those practical demonstrations as required and set forth in references (a) and (b).

3. EXAMINATION ADMINISTRATIVE PROCEDURES: The revised Basic Qualification Examinations will be issued upon written request to the Director of Auxiliary specifying the quantity desired by the SO-MT. The Examinations will be issued as accountable material and are to be held by the SO-MT for duration of testing only. The examinations will be administered in accordance with the instructions contained therein, and will be returned to the Director of Auxiliary along with the completed examination answer sheets for correction by the Director of Auxiliary and entered in the record of the Conditional

Member. Notification of results will be forwarded to the Flotilla.

4. ACTION: All Flotilla Commanders are to advise their Staff Officer-Membership Training of the contents of this memorandum (by copy hereof) as well as to insure their compliance with the procedures set forth in references (a) and (b) and as supplemented by the procedures outlined in this memorandum.

5. CANCELLATION: This memorandum is effective 1 July 1969 and no cancellation date is specified.

Dist: A, B, C, D and I M. TUBELLA, JR.
All Division SO-MT
All FSO-MT

DIRAUX MEMO NO. 19-69

From: Director of Auxiliary (SA)
To: Distribution
Subj: Uniform of the Day
Ref: (a) COMFOUR INST 1020.3K
(b) Auxiliary Uniform, Awards, and Flag Code Manual, CG-404

1. PURPOSE. The purpose of this memorandum is to prescribe the Uniform of the Day for all Auxiliarists in the Third Coast Guard District (Southern Area) during the period 6 October 1969 to 3 May 1970.

2. PUBLICATIONS AFFECTED. DIRAUX MEMO NO. 6-69 is cancelled effective 6 Oct 1969.

3. DISCUSSION. All Auxiliarists in the Third Coast Guard District (Southern Area) shall be guided by references (a) and (b) in the wearing of the uniform. The wearing of the uniform should be a matter of personal pride to all Auxiliary members. Each member in uniform is a representative of the corps and his dress and conduct should be such as to reflect credit upon himself, the Auxiliary, and the Coast Guard.

4. ACTION. For the period 6 October 1969 to 3 May 1970, the uniform of the Day for all Auxiliarists will be Service Dress Blue in accordance with reference (a). No optional period is prescribed after 1 October 1969 or before 3 May 1970.

a. WORKING KHAKI. The Working Khaki uniform is authorized for wear during the above prescribed period while conducting Courtesy Motorboat Examinations, while executing operational orders from the Coast Guard, and for such Auxiliary business and work for which the dress uniform and/or civilian clothing with coat and tie are inappropriate. However, the Working Khaki uniform is not authorized for wear while instructing in Public Education Courses.

5. CANCELLATION. This memorandum is effective upon receipt and is cancelled for record purposes on 4 May 1970.

M. TUBELLA, JR.

DIREAUX MEMO NO. 14-69

From: Director of Auxiliary (SA)
To: All Flotilla Commanders
Subj: Membership enrollment Papers; information concerning
Ref: (a) CG-305, Chapter 3, Part 4 (As Amended)

1. PURPOSE. The purpose of this memorandum is to issue supplemental instructions to reference (a) setting forth guidelines for the submission of required enrollment papers to the director of Auxiliary prior to enrollment of a Conditional Member as a Basically Qualified Member of the Auxiliary.

2. DIRECTIVE AFFECTED. DIRAUX MEMO NO. 11-68 is cancelled.

3. DISCUSSION. Upon acceptance of an individual as a CONDITIONAL MEMBER of a Flotilla, the Conditional Member has a time period of two (2) years within which to meet all requirements for Basic Qualification. Prior to enrollment as Basically Qualified Members, the following procedures will be utilized in the submission of enrollment papers:

a. Immediately upon acceptance by the Flotilla as a Conditional Member.

(1) Application for Enrollment
(CG-2730 Rev 3-67)..... 1 copy

b. While undergoing Basic Qualification.

(1) Completed Basic Qualification Examination Answer Sheet (CG-3614)..... 1 each

(2) Auxiliary Membership Qualification Record (CG-3616 Rev 11-68)..... 2 copies

c. Upon completion of all Basic Qualification Requirements.

(1) Completed Membership Qualification Record (CG-361r Rev 11-68)..... 1 copy

(2) Auxiliary Vessel Facility Characteristics Report and Offer of Use
(CG-2746 Rev 3-67)..... 2 copies

(3) Answer Sheets CG-3614 (If not previously submitted)..... 1 each

All enrollment papers must be accompanied by a check for \$5.00 for annual National and District assessment for membership. This \$5.00 assessment is waived when the Conditional Member is enrolled during the last quarter of the year (1 October thru 31 December). All checks are to be made payable to: USCGAUX, THIRD DISTRICT (SA).

4. ACTION. All Flotilla Commanders are to insure the completeness of all enrollment papers before submission to the Director of Auxiliary. This action will prevent the delay of enrollment as well as insure the

enrollments not being returned to the Flotilla Commander for reason of being incomplete.

5. CANCELLATION. This memorandum is effective upon receipt, and no cancellation date is specified.

M. TUBELLA, JR.

Dist: A, B, C, D and I

***NOW HEAR THIS !**



As the year draws to a close, a review of the records reveals that again the Auxiliarists of the Third Coast Guard District (Southern Area) have experienced a year of substantial accomplishment in all Auxiliary Programs, and the kind of accomplishment that will be difficult to overcome in 1970.

Preparations are already underway by your Commodore and the District Staff Officers, in cooperation with this office, to insure that 1970 will in fact be a year to surpass 1969. Changes have been made nationally, and there is nothing so sure as change, to insure that the Auxiliary can gain even further ground in its programs of promoting boating safety. The greatest change is occurring now within the District, the change of Auxiliary Officers. This change is perhaps the most important because we must insure that the new Officers are able to start 1970 with the best possible background. In addition, it is important to remember that our accomplishments are those made possible by 2500 members functioning as one unit, and taking full advantage of parallel staffing to insure that the entire District functions as one unit.

Congratulations for a job "WELL DONE," and best wishes for the Holidays as well as for the coming year which I feel confident you will insure surpasses the accomplishment of 1969.

M. TUBELLA, JR.
DIRAUX (SA)

THIS, NOW HEAR



My assignment as Assistant Director of Auxiliary (SA) will terminate within the next month, and I would like to take advantage of this opportunity to express not only my gratitude for your full cooperation and support in carrying out the Auxiliary programs within the Third District(SA), but also to express that your continued dedication and efforts are necessary to meet the challenge of the coming years.

The Coast Guard and its inherent problem within the area of recreational boating is: to reduce the senseless loss of life, personal injuries and resultant property damage upon our waters in the midst of a mushrooming recreational sport. Reaching the boaters with the safety message is still the biggest problem, and the Coast Guard places great reliance on the Auxiliary to lead the way in educating the recreational boatman. Too often the person who needs to know the fundamentals of safe boating is the individual who will not enroll in a course. Real progress in reducing accidents will be made only when we have the cooperation of the boating public itself—a boating public aware of the fundamentals of boating safety. We are ingenious enough to design seat belts for our automobiles, but yet we are not always intelligent enough to use them.

Good Luck.

A. H. McCOY
ASS'T. DIRAUX (SA)

**WINTER CONFERENCE
WILL BE HELD 7 FEB.
1970 - PHILADELPHIA.
RESERVATION FORMS WILL
REACH YOU SHORTLY.**

*COMMODORE'S CORNER

At sixteen bells, 31 December 1969, the two year tour of your Commodore reaches its end. The two years have brought greater participation by the members in every phase of Auxiliary activity.

The District Staff and Committees have been more effective and the results of their work are evident in the tabulations shown in the Cumulative Summary published each month by the office of the CHDIRAUX.

A new budget concept was introduced—one more in keeping with proper accounting procedure. Heretofore, there was no accurate record kept of the control of income and expense on a true budgetary basis. A more realistic picture of finances will be available to the membership as the result.

For the first time the District was asked by the Athletic Association of the Coast Guard Academy to support the Academy football team in their game with the Pennsylvania Military Colleges. The outcome was a sizable rooting section of Auxiliarists, a good many in uniform, cheering the Coast Guard Academy team to a very satisfying victory at the Convention Hall in Atlantic City.

The Third District, Northern and Southern Areas, were collaborators in conducting the second and most successful Eastern Inter-District Conference at the Cape May Training Center. We hosted 257 Auxiliarists from the First, Third (NA and SA), Fifth and Seventh Districts. The proposed site of the next Eastern Inter-District Conference has not yet been definitely selected. However, it has been suggested that the Officer Candidate School in Yorktown, Virginia, would be a commendable choice.

As we all know, the Auxiliary is a non-military organization. We are, however, a uniformed group and we do, from time to time, visit Service installations and facilities, including ships. We should conduct ourselves, particularly when in uniform, in the tradition of the Services by observing the various courtesies which are practiced by all Service personnel from Seaman to Admiral. Is your tunic buttoned? Do you have pencils, combs, pens, etc., stowed in inner pockets, out of sight? Do you walk erect? Did you salute the colors and then the OD upon going aboard? And reverse the process upon departure? Did you smartly return the salute of that young seaman who just passed? Or that officer? Are you wearing trousers without cuffs? Is your uniform embroidery located properly? These and many more, all of which should be familiar to all, indicate an esprit de corps. Often, the manner of dress and the actions of a member in

uniform is the basis upon which the Auxiliary is judged by the casual observer, be he civilian or military.

It has been an enjoyable tour, these last two years, and I am appreciative of the support each of you has given to our Auxiliary. Let us each resolve to sell the Organization to the fellow boatman with whom we come in contact. There is nothing finer than service to your fellow man. This was taught by Him whose birth we shall shortly commemorate.

A Merry Christmas to you all and a Happy New Year.

JOHN E. JOHANSEN

Commodore

FROM VICE TO COMMODORE

by

Harold B. Haney,
Commodore-elect

In a very short time, the Old Year will go and 1970 will be with us. With that comes a change of command in the Auxiliary, not only in the District Offices but in many of the Divisions and Flotillas. At this time, Commodore John E. Johansen will turn the helm of the Third District (SA) over to the new Commodore.

On behalf of the District Board and the membership, I would like to express a sincere "Thank you, John," for working so diligently, while Commodore, to build up the prestige and membership of our District. You leave a record that will be hard to surpass.

It is with honor and pride that I start 1970 as your Commodore. I appreciate the responsibilities and demands this office carries with it. Our hope is that we can continue the advancement of the District, not only in all of its programs, but also in the growth of its membership.

The District Staff Officers, Special Project Officers and Committees have been appointed for the coming year. We feel that we have a very effective and enthusiastic "team" to accomplish our objectives. To assist us, we ask the wholehearted support of the Divisions, Flotillas and Membership.

Some of our Division and Flotilla Officers will again be with us in 1970 and to them and to all of our new Officers, may we remind you that you have a responsibility and duty to perform as officers. By this time, you should have your Staff Officers appointed as outlined in CG-305. We ask that you follow the Parallel Staffing Concept. This will make your job as a Division Captain or a Flotilla Commander much smoother and effective.

To all of you—Welcome Aboard, Good Luck and the best in 1970.



RESOLUTION

Be it resolved that the Third Coast Guard District Southern Area Auxiliary District Board expresses its sincere regret at the passing of Past District Commodore William Ross McDonald on 20 October 1969. Given at Gloucester Coast Guard Base, Gloucester, N. J. this 6th day of November 1969.

JOHN E. JOHANSEN

Commodore, USCG Auxiliary
Third Coast Guard District (SA)

WANTED

Help for the DSO-PE

Any past Flotilla or Division Officer, not now assigned, who is interested in public education and who is willing to assist, please contact Tom Dowling, 1212 Heather Lane, Wilmington, Del., 19803.

Projects or Areas of Interest Where Help is Needed:

1. Phila. Boat Show
2. Winter Conference (Training Aids Display)
3. TV Program
4. Weather Slides
5. Pa. & Del. State Contacts
6. Boating Accident Slides
7. New Ideas—What is your Suggestion?

DCO BULLETIN NO. 3-69

From: DCO John E. Johansen
To: District Staff Officers and Committee Chairmen
Subj: Term of office of DCO JOHANSEN; expiration of

1. Since members of the District Staff and the District Committees are appointed by and serve at the discretion of the District Commodore, it follows that their tour in office terminates concurrently with the expiration of the term of office of the District Commodore.

2. I direct all District Staff Officers and District Committees conclude their activity as of 31 December 1969 and prepare to transfer all records and files to their successors, who will be appointed by Commodore Haney, immediately after cessation of their term of office.

3. I am most appreciative of the time and effort you have all put into the various functions of our Auxiliary and thank you all for a job WELL DONE.

JOHN E. JOHANSEN

Commodore, USCG Auxiliary
Third Coast Guard District (SA)

*OPERATIONS REPORT-

by... Andrew Assimos

With the arrival of the New Year, it is time to look fore and aft. First we should look back at the past year's results, and we can do this with a great deal of satisfaction. After that we should aim our sights on a bigger and better year for 1970. Consider seminars and training programs. Plan patrol activity where there is none, increase patrol activity where there is room for more. Work out programs to insure the reporting of every activity performed. Increase the number of hours where patrols are already at a peak.

Many changes and improvements are planned at District for the coming year. Take advantage and make use of them. All levels will benefit, from the Division to the individual.

Operations have taken giant strides in the past three years. Let's keep our heading on the same course. 1970 is THE YEAR.

District Totals—Assists

Nov. 1 1967	347	Dec. 31 1966	357
Nov. 1 1967	389	1967	435
1968	643	1968	697
1969	690	1969	?

UNITED STATES COAST GUARD AUXILIARY
THIRD COAST GUARD DISTRICT (SA)

OPERATIONS

Cumulative Summary to November 1 1969

Division	Assistance Missions		Safety Patrols		Assists on Patrol to Date	Regatta Patrols to Date	Support Missions to Date
	1969 to Date	1968 to Date	1969 to Date	1968 to Date			
I	250	134	146	108	105	3	23
II	14	19	3	9	0	0	4
III	14	15	0	0	0	0	0
IV	41	47	12	9	2	4	1
V	47	63	70	34	10	16	0
VI	43	35	7	24	1	8	0
VII	87	120	304	213	31	26	5
VIII	81	61	173	218	18	3	0
IX	7	21	19	20	2	0	0
X	12	10	0	0	0	0	0
XI	46	55	29	47	14	0	3
XII	17	21	0	7	0	3	13
XIII	21	42	2	19	0	0	0
TOTALS	690	643	765	708	181	63	49
1967 to Date	389		585				

Based on previous year' reporting we should go well into the 700s. This would mean over 100% improvement since 1966. This compares with the National increase of 35-40% over the same period.

District Totals—Safety Patrols

Nov. 1 1966	400	Dec. 31 1966	450
1967	585	1967	652
1968	708	1968	778
1969			

With that long a list it seems apparent that the season had to be a success but there is one more change that took place that I consider the most important of all. This was the one factor that tied all the above into one efficient, well organized team. This was the

basic goal for years that was needed to add guidance and utilization of our Auxiliary forces. This was the acceptance, cooperation and appreciation of the Coast Guard Auxiliary Operations by the Coast Guard Cutters 'Apalachee' and 'Chinook.' With the OSC guiding overall Operations, the Safety Patrols in turn worked under the direction of the SAR Patrols.

I salute CWO F. J. Rollinson of the Apalachee, CWO B. N. Russel of the Chinook, Frank W. Page DCP (elect) Div. I, the SAR Patrol Captains, and all the Safety Patrol Captains who worked to make the Operations so successful on the Upper Chesapeake Bay.

Andy Assimos DSO-OPS

FIVE OR MORE ASSISTS

NAME	TOTAL	FLOT.
E. E. ROSE	37	11
T. NEIGER	23	15
R. H. HUNTER	21	11
F. WEICHT	21	15
E. J. SUZMOWSKI	16	15
F. P. STEELE	13	11
A. ASSIMOS	13	15
F. W. PAGE	11	11
R. P. NEIMAN	11	83
J. D. CRAWFORD	10	65
W. KEENAN	7	11
H. DUNKLE	7	15
P. PEZZILLO	7	74
J. KUTER	7	77
J. A. BRITTON	7	11-2
H. HANDLING	7	11-2
C. F. MC VAUGH	6	11
C. D. SPECK	6	11
N. JEDLICKA	6	14
M. PEIFFER	6	51
L. CORGLIANO	6	76
W. KROUSE	6	81
S. WATERS	5	17
W. MORRISON	5	19
T. ENNIS	5	19
J. ROOTS	5	75
K. BENNING	5	82
W. DISCHERT	5	83
I. WARONKER	5	84
E. KAISER	5	87

UPPER CHESAPEAKE PATROL

The Upper Chesapeake SAR Patrol enjoyed its most successful season in 1969. With the organization of new Divisions from District 5, 3rd (SA) was cut to one boat a weekend instead of two boats as in the past. The patrol area was cut to include only the Elk River and the Sassafras River. Although disappointed, the Patrol Captains accepted the change as befits an Auxiliarist. When the season was over, the SAR Patrol accounted for more assists than in any previous season. In addition to the routine cases, the patrols were involved in more critical assists than in all previous years combined. Included were several sinkings, an explosion and fire, drownings and several medicos. Not only were the SAR Patrols constantly busy but Safety Patrols were out en masse and boaters found it difficult to get stranded for more than a short time. Communications were so efficient that in emergencies as many as 10 boats were at the scene within 30 minutes.

What factors were responsible for this improvement? Certainly when a venture is a failure, much time and effort is spent trying to evaluate the reason for failure while very often success is merely accepted. Obviously there were many reasons for improvement of such magnitude. The outstanding job of organizing by DCP (elect) Frank W. Page started the patrol on the right course. The pre-season seminar contributed greatly to the understanding of duties by the Patrol Captains. The fact that the Patrol Captains started early and secured late extended the time of coverage. No small factor was the enthusiasm shown by the Captains who were monitoring every radio call and who were constantly on the move, checking every boat that was not moving. Certainly important was the increased activity of Safety Patrols who worked closely with the SAR Patrols and turned over Assist cases and joined in on Searches. When the SAR Patrol was on a case, the Safety Patrols took care of existing cases. Acceptance and cooperation by the Maryland State Patrol boats "TAR BAY" and "CHESTER RIVER" added many assists to our totals. For the first time we worked with them on several cases.

NEXT DEADLINE DATE

FEB 15, 1970

**BE SURE YOU KNOW NEW
COPY SPACE REQUIREMENTS.**

MAY DAY! MAY DAY!

A SUNNY DAY IN MAY—OR—A CALL FOR HELP!

That is to say the International Radio Telephone Distress signal derived from the French expression "M'aides" meaning Help Me.

This signal as interpreted on the Marine Radio Frequency, 2182 KHz or 156.8 MHz, means that the Ship Station sending it is in grave and imminent danger and requests immediate assistance, and has absolute priority over all other transmissions.

In a previous article, it was discussed how to properly initiate a DISTRESS CALL but what about the receiving end?

All stations hearing it should cease any transmission that could possibly interfere with it and continue to monitor the situation. Do not be too quick to acknowledge a May Day call—listen to see if the Coast Guard or another vessel is in a better position to assist the party in distress.

If you find through careful monitoring that the distress call is going unanswered, then is the time to break in.

Suppose you are not able to go directly to the aid of the stricken craft, but could be able to relay the information to the Coast Guard or other proper authority? This is the time for the use of the URGENCY SIGNAL (which is the little publicized work PAN—spoken as is MAY DAY—THREE TIMES). This indicates the calling station has a very urgent message concerning the safety not only of a ship, aircraft, etc., but it could also be about a person aboard one of these craft with-for example-a serious sickness or illness requiring immediate medical attention.

The urgency message (PAN) has the next priority over all others after a MAY DAY.

In a lesser degree, if you at any time or a party for whom you might be relaying a message need "routing assistance" and are not in DANGER, be sure to indicate this in your call to the Coast Guard, etc.

MEMO: TO ALL RADIO EQUIPPED FACILITY OWNERS—Don't forget when winterizing your boat, it is a good idea to PULL THAT MARINE RADIO off and bring home to store in a clean, dry location. CORROSION is apt to take its toll along with some possibly light-fingered individuals. Remember to tape up connectors and cables so that they will stay clean & neat and be ready for easier hookup in the spring. The same goes for DEPTH FINDERS & related equipment. I have seen some pretty sad equipment that has ridden out the winter ON BOARD. DON'T LET IT HAPPEN TO YOU!

Skip Hager
DSO Communications

THE CAPE MAY RENDEZVOUS

The Cape May Rendezvous always came too late for us teachers to attend the Friday afternoon festivities and, of course, this year's came still later. Since I've retired from the full-time tutelage of the younger set we decided to do the whole bit this year.

After a delightful morning of traveling from Buckshutem Road and other back highways—mostly byways—we arrived at the Keystone with time to spare.

We were greeted with smart salutes at the base gate and by warm salutations by the Stoltzers at the Officer's Club desk. The bus ride around the base proved that those vehicles must have springs for shocks. We did see a few new buildings, a new one being erected and a few old ones we missed the last time. Our seaman guide shed some light upon what occurs within. A big chuckle resounded throughout the bus after the "Recruit Jog" was explained. It seems that no new recruit ever walks to his destination. This alone would put one into good shape.

The exchange is open on Friday for perusal and purchase of uniform items ONLY. We Auxiliarists from Delaware can't read so we were trying to buy them out, only to be told of the regulations at the cash register. Oh, well we did see some wonderful goodies that the next recruit we know can buy for us in the future.

It's now long past lunch and we drove all the way to town to a little place called "The Ugly Mug," which had the best beer and tastiest sandwiches in town. It seems that if you are a regular, one can have his autographed mug hung from the ceiling along with the hundreds of others there.

Back to the motel. Commodore Johansen, another regular of this particular motel since it is so very close to the base entrance, has long since arrived and has changed uniforms twice. It is now time for the recruit Graduation and we again don our uniforms to look official.

Although we in the grandstands could hardly hear exactly what awards were won by whom and why, we did gain a knowledge of the significance of this particular function. It was quite impressive with the Brass giving their addresses and commendations. One can feel duly proud of these young men smartly saluting and passing in review. These three new battalions help to fill the ranks of our marine armed forces ready and willing to protect our shores at all times.

The drill team was in top form to entertain as well as show their skill in rifle handling. There were a few near cardiac arrests when a small special group threw the rifles at one another, advanced upon one another

with the rifles in the "rifles ready" position with bayonets unsheathed, and then four rifle reports given in unison. The Coast Guard band played several marches, one of which, interestingly enough, was German. At least one could say we are international oriented. There were really musicians in the group and they certainly made the whole affair for us.

Now it's time for a swim back at the Keystone. Bathing suits are fine in the sun, but someone forgot to heat the pool. Forget that little brainstorm Of course, if we had had a little anti-freeze . . .

On to the Officer's Mess for a couple and meet the gang. Everyone from last year plus a great many new faces are all crowding in to register and get their names checked. They really put on the feed at this Friday night affair and this year is no exception. There's a one-man Auxiliarist band to add to the festivities who never seemed to tire.

After the buffet comes real fellowship. Our gang made the rounds and then felt we needed some air. How about Wildwood? This was a wild goose chase. A week earlier and things would have still been swinging. Soooo, back to the schooner "American" for some authenticity and then a nightcap or few in the room. Only nightowls in this gang.

It's early when one goes sailing on the good ship "Sassafras" and we all made it one way or another. A treat is in store for us this year in the form of an SAR drill first. Helicopters are now based at Cape May to assist the cutters in rescue work. These fellows really knew their stuff and handled the rescue operation without a flaw. Real teamwork made sure of the swimmer's rescue from the water into the boat from the boat up to the airborne helicopter by basket and back down into the moving cutter. A fantastic display of concerted effort.

The "Sassafras" headed ten miles straight out this year instead of cruising past Wildwood and back. An extra treat while cruising was "Coast Guard bean soup" in addition to coffee and tea. After sitting in the bow going windward we needed a bit of that coffee that was left. Weather conditions were perfect for a brisk sail before the remainder of the day's activities.

A hundred or so people all wanted to be waited on first when the Small Stores were visited. Dear husband purchased a blue raincoat and white pants. After careful scrutiny of these new treasures I didn't have the heart to tell him that the pants were bell bottoms, after having waited so patiently, or impatiently, in line.

Bathing suits were the uniform of the day at the Electroncis Beach. An extra wrap helped tho' as the

breeze was picking up. Those fellows put their hearts and souls into that picnic lunch but they found it hard to keep up with the demand. All appetites were sharpened by that good fresh sea breeze. Who says that beer and watermelon don't mix? Swimming was done only by a few hardy souls or those who are very warm-blooded—or was it the beer? Heard while passing an especially happy group of ours: "Say, how did you like the trip on the Asifras?" That's our gang! But back to the cool weather. They want to hold this Rendezvous even later in September next year???

Snappy regulars directed traffic at the Gym parking area and acknowledged the Auxiliarists entering for the grand dinner and ball. Only 50 cents a cocktail so have a couple extra on me as they are cheap at half the price. There was real buzzing going on as some tentative guesses were ventured in regard to the District Board election results of the late afternoon. Our suppositions were confirmed and we are proud to be acquainted with these fine men. Hurrah for our side! This made the whole weekend complete.

The gang is lining up for food—again? The biggest crowd we've ever seen there were chomping at the bit to dig into those gastronomical delights gracing the buffet tables. We guessed the correct starting end and lucked out in having some of everything there. We were finished our meal and still saw a line only ½ mile long waiting to serve themselves.

After some remarks by Commodore Johannsen and some of the regular Brass that attended the Graduation, the group melted down somewhat to those hardy souls who still had energy left to dance. A groovy dance band was on board this year and we had a ball doing all that new stuff as well as the old favorites. By the end of the dance, everyone looked like they'd had enough. But, by the time we arrived back to our base of operations, we all got our second wind. No swimming tonight fellows or you'll turn blue.

Does anyone need toothpicks to keep the eyes open Sunday morning beside me? The Sowdens left right after dawn with Commodore Johansen running a close second. Breakfast is the next order of business, but to find a place that hasn't a long line at the door is out of the question. So, if ya' can't beat 'em, join 'em. Breakfast is finally served across from the boardwalk.

We noticed Yogi's mobile home (that camper is enormous) parked beside the motel in town housing a large portion of our Brass—everyone must still be making z's. Oh well, we'll see many of them again soon so good-byes did not seem that important just then.

Shipping Cape May is an experience in itself so we proceeded with this quaint experience. Cape May Diamonds are very attractive so why not take back a couple set into pierced earrings for mementos. Most of Cape May as well as Wildwood, which we checked out again that afternoon, was closed down for the season. The door seems closed on the shore, the fun and fellowship and the Cape May Rendezvous for another year. Back to Delaware for PEC, BQ, and specialty courses for the Winter and SAR, cruises and CME in the boating season. But the Cape May Rendezvous is always at the end of a good year and a promise of better things next year in the greatest of all boating groups—the Coast Guard Auxiliary.

sig/SO Nancy Hopkins
Div. I (PUB)

BOAT SAFETY ACT AGROUND ON FINANCING

The proposed Federal Recreational Boat Safety Act of 1969, which has been bouncing from one federal agency to another for months, appears to have run aground because of the Nixon Administration's budget tightening policy.

The Bureau of the Budget appears unwilling to approve the general fund appropriation of \$5 million annually. Alternate methods of financing—including a new user tax on boating—are now being studied. A user tax, however, could prove fatal to the bill, since it would almost certainly be greeted by a storm of opposition from boatmen, who already pay many taxes for which they receive little or no benefit. Congress has not looked with favor upon user fees for the waterways either; over the years several administration proposals for waterway user fees have been quietly buried by the solons.

Whatever the outcome of the financing hassle, the bill's introduction date has now become indefinite.

*AUXILIARY NEWS FROM OUR DIVISION'S

DIVISION I NEWS

Well, here another quarter has gone by, catching me up a bit short. I'm hoping this issue comes out before the Christmas bells peal.

I was quite impressed, having read DSO Andy Assimatos' (O) SITREP on that daring assist by several members of Division I, myself and my husband among those who withstood the gruelling cold and wind that fateful evening. I would like to add that there were several other members of Division I who added either direct or indirect support to this mission. PFC Fran Steele and Ed Reed of Flotilla 11, and Ken and Ev Newcomb and Emily Jedlicka, of Flotilla 14 helped make arrangements for beaching the craft and drying off and warming up the gals of the crew. Norm Jedlicka of Flotilla 14 skippered the bailing operation and helped the Auxiliarists previously mentioned along with other interested boaters with the lift operation. All helped to make this weekend less hopeless for the unfortunate crew of the "Running Wild." What an experience!

Division I cap feathers are multiplying again this year as, according to the figures presented by SO Bill Smith (O) at the last meeting, we are third of the thirteen divisions in Safety Patrols (128 have been reported thus far), and this gang is FIRST in total assists (228)! According to SO Ed Nack (MT), Division I is tops in regard to total Advanced Training Courses performed this year to date—a tremendous showing.

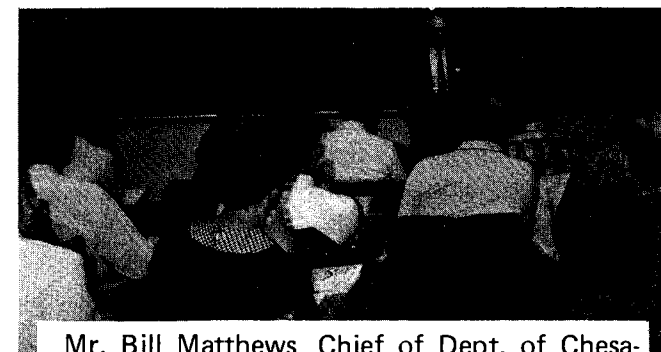
Three flotillas, namely 11, 14 and 18, are getting their oars in early to launch PE courses this Fall. Attendance is extremely better than expected for this time of year when winterizing seems to take most of the boater's time. Flotillas 17, 18 and 19 all have BQ classes in full swing. We're certainly not letting down our Growth and Retention officer. Of course, the go-getters of Flotilla 15 are racking up patrols, SARs, assists, a number of safety films and CMEs right and left. We all seem to be on the ball this year.

Congratulations are definitely in order as our own Harold Haney and Vic Baumeister were newly elected for 1970 to the posts of District Commodore and District Vice Commodore, respectively. We are very proud to have Commodore Haney and Vice Commodore Baumeister at the helm of the 3rd District (SA).

Last but not least is a communique from SO Bernie Morrison (SEC) giving an account of her own Flotilla 19's cruise to the South River on Sept. 13. Nine boats held 50 people attending (must be yachts) while the wonderful weather and calm waters enabled them to cocktail on the dock before enjoying delicious steak dinners at French's. A Reading, Pa., dance band, "The Corsairs," entertained till morn and stayed aboard the boats till Sunday. All reports say it was a huge success.

Here's wishing to all a wonderful holiday season and safe boating to those who can this time of year.

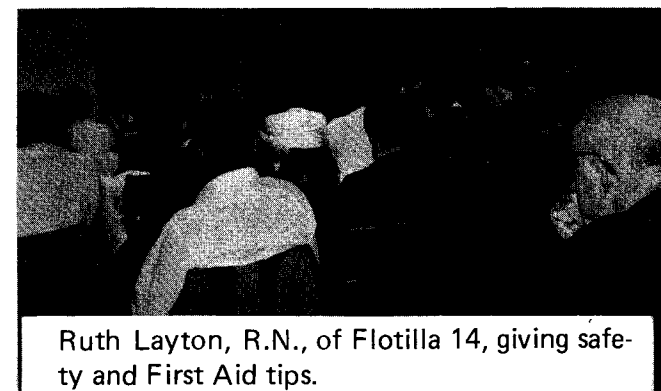
sig/SO Nancy Hopkins
Division I (PUB)



Mr. Bill Matthews, Chief of Dept. of Chesapeake Bay Affairs, giving the Legal Responsibilities.



Introducing the film "The Breath of Life." Projectionist is PFC Carl Weeden.



Ruth Layton, R.N., of Flotilla 14, giving safety and First Aid tips.



RICHARD E. BEECROFT, FC-36, Division III (SA), displaying the plaque he was awarded by the New Jersey State Safety Council in recognition of his contribution to boating safety through his newspaper. BEECROFT writes a weekly boating column for the Bridgeton Evening News where he is also a reporter.

Sig/Donald L. Grabert, SO

CALLING USCG AUX OFFICIAL PATROL BOAT

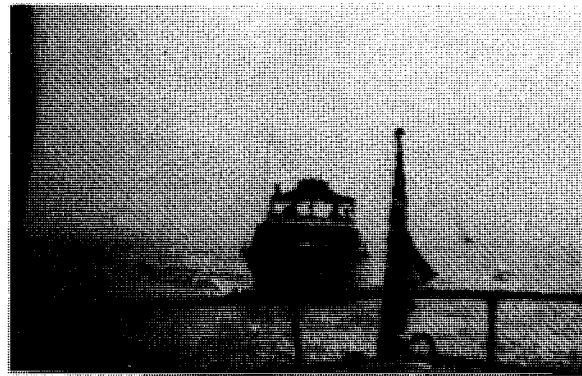
It's Sunday afternoon on Chesapeake Bay; and at the wheel of your 30' inboard cabin cruiser, with your wife, two children and two guests,—you're enjoying yourself and anticipating no problems. *****THEN, SUDDENLY—NO POWER—. Upon investigation, you find the bolts on the main drive coupling have sheered. You are at least nine miles from your home marina, and you're sure glad you have a marine radio. You call the USCG AUX. Official Patrol boat and when they answer "you state your problem and your location." Then come the welcome words, message received, we're on our way; should arrive in 15 or 20 minutes.

You drop the hook and wait. About 15 minutes later, the tension ceases as the Patrol Boat appears. The Patrol Captain and his crew soon have your boat in tow and you are headed for home port.

One hour and forty-five minutes later you are secured in your slip. No charge—just some information for the records. Another assist is recorded and an-

other boater is grateful for the USCG AUX., and the work they do.

Eleanor P. Sowden—VFC #45



HEY, SAM—SOMEBODY JUST TOOK *YOUR* PICTURE

District Rendezvous are such fun; and thanks to our DSO PUBS, Sam Shipley, Topside carries numerous photos of these North East and Cape May events. As I watched the "Bare" and his camera at work, I suddenly realized that Sam is always *taking* pictures; but I have never seen a shot of him in Topside. Somehow this didn't seem quite fair, because every Auxiliarist in the 3rd SA should know "D. Bare"

His job is not easy, and his pay is the same as the rest of the Auxiliarists; nothing but a word of thanks when anyone thinks to say it.

We need only to compare July, 1966 (Sam's first issue of Topside) with current issues to realize why Topside Publications took 2nd prize at the National Conference. I'm sure other Auxiliarists join me in saying, "you're doing a fine job—Congratulations—and keep up the good work."

The "Bare" said in Dec., 1966, Topside, "If any member has anything to say and takes time to send me his message—I'LL PRINT IT!— Message must be constructive—not backbiting." I've followed instructions, so, here's hoping our good friend Sam will get some well deserved recognition in (as he would say) "this heah rag."

Eleanor P. Sowden VFC #45



A member of the famed all women Flotilla #46 was awarded the NATIONAL COMMODORE'S CERTIFICATE OF APPRECIATION. Sarah Knight was this recipient. She is a member of the Auxiliary for fourteen (14) years and a charter member of Flotilla #46, of which there are only two. At the present she is and has been for a number of years the flotilla's training officer—she doesn't know just how many years.

Sarah was awarded this certificate for her outstanding efforts in the Public Education, Training Aids and membership training fields.

Sarah was on a committee which put together a group of slides and wrote a commentary on everyday boating, which was recognized by the NATIONAL BOARD.

Sarah has also been awarded several "A" Awards for membership activities and has been the type of member every flotilla needs.

OUR HATS ARE OFF TO A DEDICATED WOMAN in her efforts for the bettering of the Auxiliary. THANKS SARAH for showing us women the right way to go—and giving the men something to work for.

Bonnie Bickel



BOY OH BOY DID I GOOF...."HEAVEN HAS NO RAGE LIKE LOVE TO HATRED TURNED,
NOR HELL A FURY LIKE A WOMAN SCORNEDE."

THIS HEAH IS THE REAL BONNIE & CLYDE.
one thing was proved,
some one reads this heah rag

OPERATIONS REPORT

AGASSIZ HEIKEL CELEBRATION 19-20 SEPT 1969

Flotilla 82 earned well deserved praise for their participation in this event.

Preparation was in progress for this affair since May, 1969. At the request of Chief Warrant Officer Fay Thompson who was in charge of this celebration, a representative from the Flotilla was requested to attend weekly meetings to formulate plans and procedure. P.D.C.P. Robert Welsh was appointed as committee chairman.

In June 1969 the Flotilla was requested to sponsor and arrange a marine parade for Saturday, 30 September, 1969. P.D.C.P. Andrew Knopp was appointed to head up this committee. His group consisted of the following members: Curtis Matthews, Karl Bennung, Fred Maurer, Joseph Roop, William Krouse, Frank Hargrave, Mel Bouboulis, Robert Welsh, Andrew Knopp, Bernard Ruckhardt, Al. Johnstone.

Approval for the parade was requested by P.D.C.P. Robert Welsh from 3rd C.G. District. Permission was granted on Saturday, Sept. 20. A chow committee headed by Gordon Clark arrived at Flotilla headquarters on Cape May Harbor at 0700 to prepare coffee and doughnuts and to make our guests feel comfortable and welcome. Twenty one guests were accommodated.

The parade was marshalled by Flotilla Commander Athel Hays at 0900, and was joined by 28 boats including the U.S.C.G.C. Cape Star (95320 and a 40-foot utility boat from the Training Center.

A plane trailing a large banner proclaiming Flotilla 82 as the auxiliary group congratulating Lt. Commander Heikel circled the harbor as the parade was in progress. The parade proceeded past the U.S. Coast Guard Cutter Unimak for review. On board was Lt. Commander Heikel, Mrs. Ruth Heikel, Coast Guard personnel and invited guests.

After the parade a judging committee met and decided on awarding a trophy for the best-decorated boat.

The trophy was awarded to the boat "Jumping Jack" owned and captained by Thomas Bradesser from Cape May.

Presentation was made at the dinner dance that evening held at the U.S.C.G. Training Center.

Mementos from the Flotilla were presented to Lt. Commander Heikel at the dinner, consisting of a U.S.C.G. ring appropriately engraved; also a scale model frigate cannon complete in all detail commemorating the occasion.

Lt. Commander Heikel has been an honorary member of the Flotilla 82 since 1954.

The parade and all activities were a huge success and compliments to the flotilla were many.

Again, another well done by Flotilla 82.

Alexander Johnstone
P.O. Flotilla 82
Cape May, New Jersey

*GALLEY GOSSIP !!

SELF PRAISE STINKS

Yogie Bear has asked me to write this here column now that Marie Semet is not able to continue and I'm going to do a good job. Self praise stinks, I know, but that's the way it's got to be done. If any of you gals have any ideas or suggestions I would appreciate a note. As we women know, when you start out on a new job there is always that probationary period. In fact, I have never been able to figure out when you really get off probation, and that's why I'm going to do a good job. I have a reputation to uphold—I get a lot of flack but I never get fired!

A LITTLE PAT

Did you ever notice that men never give you a complimentary pat on the top or bottom for a good job well done? After the steam is gone they forget it till you're needed again. You might think, Aw, c'mon, now, she's not trying to start something—Nope, not me, I love men, and their money, and their boats. We women know that it's courtship that makes a man spoon, but marriage is what makes him fork over. Come to think about it, even Paul Revere only patted his horse on his midnight ride, when he set the pace for one on land and two at sea!

A LITTLE POT

Beef chuck is a cut of meat that is full of value and you may find it frequently on sale. I have a buddy, Esther Krick, with a money saver; says it's a good idea when buying a little pot roast to get a round-bone or arm-bone chuck roast and have it cut extra thick. For one meal, cut off a boneless piece from the round end of the roast for beef stew, cut a piece from the center for a one-meal pot roast, and split the remaining piece for swiss steaks.

MORE POT

The galley slave for our Division V Captain, Dottie Donohue, is an expert on pot roasts, and her husband, Ward, has the pot belly to prove it! She says a pot roast is a satisfying dinner dish and it's easy on

the budget. Dottie says you don't have to prepare it the same way every time. For variety in cooking it, use liquids other than plain water—onion soup, tomato soup, or cream of mushroom soup are good choices. After you've browned the meat in a little hot fat, add the soup diluted with water. For extra flavor, add a little soy sauce or worcestershire sauce. Cover the pan with a tight-fitting lid and simmer until the meat is done. Long slow cooking is essential for a tasty pot roast that will please your captain.

WOOFERS—TWEETERS

If you can't keep your pants up, Frannie Shetzler of Flotilla 12-2 is always good for the loan of a safety pin. She sez if the safety pin had been invented today instead of long ago, it would have six moving parts, a couple of woofers and tweeters and require a serviceman to keep it in shape!

NEW YEAR'S EVE

If you're going to do something you'll be sorry for the next day here are a few tips. Sleep late. It's your liver that must dispose of the alcohol and the experts have figured out that it can dispose of about an ounce per hour if the drinks are taken with food. So go easy on the drinks and eat all the junk your host sets out. Is it better to be acquainted with the morning after than never to have known the night before?

QUIZ

How many of these gals can you name who were a-doing their thing?

1. She is standing in a seashell.
2. She is stepping out of a rug, and owned a barge.
3. She hung her wash in the East Room of the White House.
4. The patients call her "The Lady With the Lamp" as she makes her rounds at night.
5. She is riding a horse bareback—bare.

1. Aphrodite, goddess of love.
2. Cleopatra.
3. Abigail Adams.
4. Forence Nightingale.
5. Lady Godiva.

SEND FOR

A new edition of a guide for weight watchers, those who want to gain or lose, has been published by the Department of Agriculture. It gives caloric contents for all types of food and beverages and suggests food plans that are high or low in calories. The Guide is available for 15 cents a copy, from Superintendent of Documents, Washington, D.C. 20402. The title is "Food and Your Weight," HG-74.

DE DUCKS

Seems like my Christmas mail always includes a package of forms from Uncle Sam with an R.S.V.P. for April 16th. Check your package from the Internal Revenue Service and if it does not include form number 4136, telephone the nearest IRS office and ask them to send you one. This is the form on which you can claim credit against your income tax for two cents a gallon of gasoline and six cents a gallon for oil dumped into the boat this past year. There are other deducts for Auxiliarists, such as five cents a mile, and cost of disa and data, that are outlined in DIRAUX MEMO #29-64, which Flotilla Commanders have on file.

SOMEBODY?

Without pointing the finger, I hear of a distaff member of our group who does something with leftovers. She throws them out. Then once a week her husband becomes "Somebody"—she looks him right in the eye and says, "will Somebody take out the garbage pail." She says it doesn't do much for his ego, but then a man can't expect a woman to marry him and make him the happiest man in the world—She just can't do both. (Sorry about that, Yogie—me and my big mouth.)

GALLEY SPOUSE LAMENT

Here is a gem I like that's worth pasting up on the ceiling of your boat.

It's not my job to run the boat,
The whistle I can't blow.
It's not my job to say how far
Our boat's allowed to go.
It's not my job to rev her up,
Nor even clang the bell.
But let the damn boat hit a snag,
Then see who catches hell!

Charles (?) A. Page

THAT BIRD

If your master checks the garbage can, feed the stuff to him, and here is a way to close out some of that leftover turkey. A hearty Chef's Salad can be made in a few minutes that will stick to the ribs for hours. This makes a fine dish for luncheon or supper, and with a scrumptious hot dessert, adds up to a really fancy meal fit for last-minute guests who drop in. Wash and crisp a large head of iceberg lettuce, and shred well. Add a cup of julienne-cut left-over turkey, a cup of any other meat lost in the refrigerator, julienne-cut, and a cup of Swiss cheese cut the same way. Pour one half cup of French dressing (or any other

kind you have laying around) over the salad, and toss lightly to mix the mess well. Serves about six who might or might not drop in on you again without notice.

MY FINAL

These days it only costs 5 cents to put your two cents on a penny post card. Sock it to me.

Love Boating,
Esther M. Snyder
128 Manor Ave.,
Millersville, Pa. 17551

*WITH THE U.S.COAST GUARD AUXILIARY

by Roland Birnn

ACTION ON NATIONAL BOARD RECOMMENDATION

At each of the two annual National Board meetings, a number of recommendations, nearly all of them originating in one or more of the various districts, are brought up for consideration and vote. Some are real resolutions and can be handled internally within the Auxiliary. However, most recommendations, when approved, must be forwarded to the Commandant of the Coast Guard for his action, as they involve matters of Coast Guard jurisdiction. Final Coast Guard reviewing authority actions published recently on such recommendations included:

(1) Disapproval of the recommendation to authorize display of a commission pennant because the design submitted was too close to that of the Coast Guard commission pennant. The Auxiliary Manual, as recently amended, does provide for an Auxiliary operational unit pennant which may be flown by facilities meeting the requirements for operational facilities as established by the District Commander. When a design is approved, the pennant will be available to members.

(2) Disapproval of denim-type slacks for women as counterparts of the male khaki work uniform.

(3) Approval of the award of the Auxiliary service ribbon for five year increments, with a bronze anchor for each additional five years and a silver anchor to represent five bronze anchors. (Former award was for ten year's service an "X" pin for each additional years.)

(4) Disapproval of the recommendation that the National Commodore be recognized as the "Commandant of the Auxiliary" and the District Commodore as the "Auxiliary District Commander."

(5) Approval of the wearing of Auxiliary ribbons, awards and insignia on all uniforms. However, no military ribbons earned while a member of the armed forces shall be worn as part of the khaki work uniform.

(6) Disapproval of the establishment of an Auxiliary Small Craft Engineering Advisory Panel comprised of Auxiliarists who are engineers. The request is in conflict with the newly proposed Boating Safety Advisory Council now under consideration as a legislative proposal.

(7) Disapproval of the recommendation that nothing should be done to create growth that would lower the standards required to be an Auxiliarist. The standards of any military or similarly related organization are predicated upon needs of the service and therefore cannot be static but must remain fluid, and in the case of the Auxiliary, under the Commandant's control. However, nothing is planned that would lower the present standards.

(8) Approval of the recommendation that an instructor need qualify only one time to establish his rating subject to the following conditions: (a) that he has taught at least three lessons or a total of six hours during each year, and (b) that he has passed the current edition of the instructor qualification examination. A member wishing to qualify initially as an instructor must still meet the requirements specified in the Auxiliary Manual, Chap. II, Part 3.

(9) Approval of the National Board business meeting being held in March or April each year and the national conference being held the third week in September each year.

(10) Approval of the award by districts of a decal or plaque to be awarded to Auxiliary operation facilities for outstanding service. However, the National Board must submit a drawing or the artwork to the Commandant for approval.

(11) Approval of the recommendation that the Coast Guard give more recognition to the Auxiliary, promote the Auxiliary's image in the eyes of the public through publicity, and increase the prestige of being an Auxiliarist. In this connection, the Commandant disapproved a recommendation that information emanating from Coast Guard sources be so worded as to give proper credit to the Auxiliary for its part in operations. (This recommendation was to eliminate wording such as "in cooperation with Coast Guard units Auxiliarists also perform search and rescue missions." In many cases, the Auxiliary vessels are the

only ones in the area or at the rescue scene and have no contact with Coast Guard units.) The Commandant could not be obligated to insure that all future releases would be worded as recommended, but in recognition of the Auxiliary's accomplishments, proper recognition is highly desirable and the matter was referred to the Office of Public and International Affairs for action.

(12) Approval of flotilla commanders being limited to two consecutive one-year terms and requiring one year out of office before being re-elected, except in exceptional cases where the District Board may waive the requirements.

(13) Disapproval of Auxiliary officers' silver sleeve stripes completely encircling the sleeve. (They presently are on the outer half.) The Auxiliary Ad Hoc Uniform Committee originally proposed the half-stripe as being distinctly non-military. Furthermore, a change now would breach the moratorium on uniform changes and subject Auxiliary officers to additional expense.

(14) Disapproval of a proposed medal and \$250 cash award to be presented by the National Board to a non-member for heroism in saving a life. The Auxiliary, as an organizational component of the Coast Guard, would not have statutory authority to prescribe a medal award. It can recommend deserving non-members for either the gold or the silver lifesaving medal, as appropriate.

(15) Approval of recognition being given Auxiliary units toward point credits for their public education program activities—for presentation of Safe Boating programs before high schools, civic clubs, etc. However, the National Board must establish standards for the award of such points, to be OK'd by the Chief Director.

(16) Approval for the development of official non-sectarian funeral services, the proposed services when developed to be referred to the Personnel Services Division (Decendent Affairs Branch) for approval.

(17) Disapproval of the payment of a mileage allowance to Auxiliarists traveling under official Coast Guard orders and in their own cars. The Coast Guard does not have statutory authority to make this change.

*WITH THE U.S.COAST GUARD

GOVERNORS ISLAND, N.Y., Nov. 3—The United States Coast Guard and the Weather Bureau will commence a new western North Atlantic marine information and environmental voice broadcast on Monday, November 17, 1969, from the Coast Guard Radio Station, Boston. The Weather Bureau, an agency of the Environmental Science Services Administration of the Department of Commerce, will prepare warnings, analyses, and forecasts of North Atlantic weather at the Weather Bureau Forecast Office, Suitland, Md., and forward them to the Coast Guard for transmission. The broadcasts will be aired four times daily at 0130, 0730, 1330, and 1930 Greenwich Mean Time. Transmission will be on voice single sideband at the beginning of each schedule and will be repeated on the double sideband mode approximately 15 minutes after the scheduled times. The broadcast will be on a frequency of 8778.3 kHz; transmitting power 10 Kw.

The new program was devised primarily to meet the needs of ocean-going ships, tugs, and fishing vessels that do not carry radio officers. The broadcasts will cover the western North Atlantic North of 30 degrees N to 60 degrees N and West of 35 degrees W longitude to the North American coast.

This cooperative effort of the U.S. Coast Guard and the Weather Bureau is the initial phase of a program that could eventually result in more comprehensive broadcasting by radio telegraph (CW), voice (single sideband), and radio facsimile (FAX) simultaneously on three frequencies for up to 8 hours daily at selected Coast Guard long range radio stations in both the North Pacific and Atlantic Oceans.

In addition to improving weather service to mariners, the broadcast may also result in improving Search and Rescue efforts through the Coast Guard AMVER (Automated Merchant Vessel Report) System. Brief reports appended to the broadcasts can be utilized to inform ships in the area of the distress or emergency.

A NEW HIGH SEAS WESTERN NORTH ATLANTIC VOICE BROADCAST FACT SHEET

GOVERNORS ISLAND, N.Y., Nov. 3—A brief preliminary announcement will precede this broadcast during which time the shipboard radio officers may listen in and sharpen their receiver tuning adjustments. It is recommended, particularly where English is not the native language, that an inexpensive tape

recorder be available to enable the listener to record and repeat the message, if desired.

The use of weather plot charts available to mariners from the Weather Bureau at no charge, is preferable to copying the information in long hand. Storms can be instantly located on the chart along with graphic representation of speed and direction of movement, intensity of wind and areas of high waves, etc. Centers of storm intensity and attendant weather will be announced at the beginning of the broadcast. Other information such as location of troughs, high centers, ridges, etc., will be found in the latter part of the transmission. It will thus be possible to construct a basic picture of North Atlantic weather conditions. Weather features within 500 miles of land will be located by distance and direction from well known geographic points, e.g., Azores, Cape Race, etc. Mid-Ocean features will be located by whole degrees of latitude and longitude. Barometric pressure will be noted in millibars and the height of waves in feet. Normally, only wave conditions in excess of 15 feet will be described in the broadcast. The North Atlantic Plot Charts mentioned above may be obtained from the Weather Bureau Office, 30 Rockefeller Plaza, New York, New York 10020.

COAST GUARD PROPOSES FEDERAL PREEMPTION IN BOATING STANDARDS

CHICAGO, ILL., Nov. 7—In an address here last week to the Water Safety Committee of the National Safety Council, Rear Admiral Joseph J. McClelland, chief of the Office of Boating Safety, U. S. Coast Guard, said the Coast Guard is proposing that the Federal government preempt the field of regulatory standards for boating equipment.

Adm. McClelland said that Federal preemption would help to achieve "uniformity, and to encourage reciprocity among the states, and between the state and federal jurisdictions. In partnership with all interests concerned, we hope to substantially reduce boating accidents."

Noting that in over 31,000 Coast Guard responses to assistance calls from recreational boatmen in 1968, he said that 48 percent of the cases could be attributed to either engine breakdown or systems failures. By fostering safety standards such breakdowns might be reduced. He added that the Coast Guard "intends to run a test survey in the Miami area aimed at detecting causes of engine breakdown or boat systems failures."

Referring to the proposed federal boat safety bill, Adm. McClelland said "it provides expanded authority at the federal level to establish minimum safety

standards for boats and associated equipment and for assistance to the states in the development of their boating safety programs, thus promoting uniformity among the states." He also said, "The Coast Guard's role will be to assure that good standards are promulgated where there is a demonstrated need, and that the standards are complied with." He said the Coast Guard intends to use the expertise of such organizations as the American Boat and Yacht Council, using its standards in whole or in part, and the standards will be stated in terms of performance wherever feasible.

Adm. McClelland cited the recent agreement between Boating Industry Association, National Association of Engine and Boat Manufacturers, and the ABYC, that the latter is to be the industry's single standards making body, as a significant step toward improved standards.

In discussing life saving devices, Adm. McClelland cited the need for further research and development on life saving devices that people would be willing to wear. Examining the boating accidents summary for 1968, he pointed out that of the 1,203 drowning victims, "possibly as many as 1,000 did not have time to get to and don a life saving device before going overboard. It appears the only solution is to have a device on or in hand at all times. We intend to make the job easier by providing the boatman with a device he will want to wear."

"Boating News"

THEME CHOSEN FOR 1970 NATIONAL SAFE BOATING WEEK

WASHINGTON, D.C.—The National Safe Boating Committee has announced the theme that will be broadcast across the country during National Safe Boating Week in July of next year. The new theme will be "Safe Boating Is No Accident."

National Safe Boating Week is sponsored each year by the National Safe Boating Committee and is under the chairmanship of Captain R. T. Norris, deputy chief of the Coast Guard's Office of Boating Safety. Twenty national organizations participate in the coordinated effort.

A review of the 1969 National Safe Boating Week by the Committee showed that over 2,400 local organizations participated in the national effort. This was an increase of almost 50 percent over the previous year. Organizations with local units participating in the safety promotion included the Coast Guard, Coast Guard Auxiliary, Power Squadrons, each of the Armed Forces, the Red Cross, the YMCA,

Scouts, state and community agencies, yacht clubs, marine dealers, and interested business groups.

A new position has been created on the committee, vice chairman, and Robert F. Burnside, the American National Red Cross' representative to the Committee, was elected to the post.

"Boating News"

SENATE PASSES POLLUTION BILL; ACTION MOVES TO CONFERENCE COMMITTEE

The U. S. Senate, early in October, swiftly and overwhelmingly passed S-7, the vessel pollution control measure sponsored by Sen. Edmund S. Muskie (D., Me.).

By an 86-0 vote, the Senators set the stage for a conference committee session with the House (which passed a similar measure, HR-4148 earlier this session). The conference committee is expected to convene shortly and could take a month ironing out differences in the two bills.

As passed, the Senate bill still contains the weak federal pre-emption clause objected to earlier by boating interests. The bill calls for federal standards for vessel sewage treatment, but permits state and local regulations to remain in force if their standards exceed those of the federal government. Wording of the House version would give the nation's boatmen a uniform set of anti-pollution standards to follow.

The main thrust of S-7 is still aimed at curbing oil discharges from tankers and offshore oil wells. It extends the liability for clean-up costs to \$14 million in the case of vessels and \$8 million for wells or on-shore storage tanks. In either case, it isn't necessary for the government to prove negligence to collect the clean-up costs.

Another section of the bill requires that other possible pollution sources (such as nuclear power plants) get clearance from state water quality agencies before they apply to the Atomic Energy Commission or other federal agencies for a license.

A floor amendment, introduced by Sen. Gaylord Nelson (D., Wis.), gives the Interior Department authority to set safe limits on the amount of DDT and other pesticides in streams. Enforcement is to be left to the states.

In the weeks ahead, OBC will be pushing hard for adoption of the House pre-emptive clause in the conference committee's version of the bill. We strongly urge you to do the same.

Outboard Boating Club of America



LCDR TUBELLA, COMDR
JOHANSEN, ADM MC
CLELLAND, CAPT HENRY
AND CDR WEST GREET
AUXILIARISTS FRIDAY
EVENING AT CAPE MAY
RENDEZVOUS

ADELLA STOLTZER CHATS
WITH "AMIGO" ARD AT
OFFICERS CLUB.



VOTED "MISS RENDEZVOUS
1969"



ADM MC CLELLAND
ADDRESSES AUXILIARISTS



SATURDAY AT ELECTRONIC
BEACH WAS PERFECT WX

LOOK AT THAT CHOW LINE



NANCY HOPKINS & HUBBY
BRAVE THE SMOKE SCREEN



HEY...CHECK THIS GUY'S
FOUL WEATHER GEAR



MARIE, AND A BIT OF
HER FAMOUS CHEESE CAKE



ADM WHALEN ARRIVES
VIA CHOPPER.....



AND WELCOMES AUXILIARY
TO "INTER DISTRICT
CONFERENCE".....



THE CONFERENCE BEGINS
.....



AND THE NORTH AND ...

SOUTH BURY THE AXE



HELD AT CAPE MAY COAST
GUARD BASE.



OLD FRIENDS, THE
GRABERT'S, MEET.....

SEA SECRETS

QUESTION: *I recently read a newspaper article stating that the blowfish was excellent table fare, if you did not eat the liver or roe. Is this true? I thought the whole fish was poisonous.*

ANSWER: Your question is one that has long puzzled biologists. It is not known whether the northern blowfish in your area is the same species as the ones in the south. Also, we do not know whether the blowfish toxin results from the animal's food, which may not be the same in the north and the south, or whether it is produced by reproductive activity. The latter is the case with the poisonous blowfishes of the Indo-Pacific area. In these Indo-Pacific species, the liver, flesh, skin, gonads, stomach, and other parts of the fish are poisonous; the degree of toxicity, however, depends on the stage of gonadal development. A further discussion of toxic blowfishes will be found in *Dangerous Marine Animals* by Bruce W. Halstead, Cornell Maritime Press, Cambridge, Maryland, 1957.

QUESTION: *A small fish, known as the sand eel, is a delight to the striped bass in our area. As a rule, the bass feed on the eel before dawn, as close as 2 feet from the beach. There are days, however, when the eels are not present, and instead of swimming in schools, the bass are scattered. Do the eels bury in the sand at dark and stay there until dawn, and do they normally bury in the sand so close to the beach?*

ANSWER: The sand eel apparently burrows in daylight, but at night occasionally comes to the surface to feed or to swim in dense schools. It commonly burrows about the low-water mark at high tide and awaits the return of the next high tide. Clam diggers often alarm these fishes, which rapidly burrow out of sight; or if already burrowed, they may emerge in great numbers when the hoe strikes the sand. Apparently, sand eels spend a large part of the time buried, which explains their sudden appearances and disappearances.

It is quite likely that the emergence of these animals is associated with the tidal cycle, and this may explain why they only appear about half the time, at or near dawn. They may be active only on high tide, and this will occur around sunrise only on new or full moon periods or during the quarter moons. You might wish to make some observations on these phenomena, and possibly improve your bass fishing.

**NEXT DEAD LINE DATE
WILL BE FEB 15TH. PLEASE
BE POSITIVE ON METHOD OF
SUBMITTAL WHICH IS
AVAILABLE ON REQUEST
FROM DIRAUX OFFICE OR
TOPSIDE PUBLICATION.**

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c/o Coast Guard Base Gloucester
Gloucester City, N. J. 08030

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