

SILVER ANNIVERSARY ISSUE

VOLUME X

AUGUST, 1964



From the Bridge

ELLSWORTH A. WEINBERG

May I take this opportunity to extend my greeting to the Auxiliarists of 3rd(SA) and ask for help in the ensuing year. I accepted the office of National Commodore, not because it was an easy job, nor for the acclaim or position, but to get before the Auxiliarists of our Nation the unfinished business of our organization and a National Program to assist us to move forward to greater attainment. The Auxiliarists of 3rd(SA) have contributed much to the growth and leadership of the Auxiliary in the past, and I call upon you to join with your fellow Auxiliarists throughout the Nation in the coming year so that we may make a giant stride forward.

We all realize that the individual Auxiliarist is the KEYSTONE of our organization, and that all our efforts on a National, District, Division, and Flotilla level are to assist the Auxiliarist to carry on most effectively the authorized activities of our organization.

I sincerely urge renewed dedication to the precepts of our organization.

REMEMBER:

EXAMINATION MEANS "SAFE BOATS;"
INSTRUCTION MEANS "SAFE BOATMEN;"
TOGETHER, THEY MEAN "SAFE BOATING."

Ellsworth A. Weinberg
NACO, USCG Auxiliary



TOPSIDE

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EDITORIAL STAFF

Publication Officer
Albert E. Freeman
P.O. Box 328
Mount Holly, N. J.

THIRD COAST GUARD DISTRICT

RADM. Chester L. Harding *District Commander*
CAPT. Frank V. Helmer *Chief of Staff*
LCDR. Edward J. Ard *Director*

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RADM Richard M. Ross



RADM Chester L. Harding

ADMIRAL HARDING ASSUMES COMMAND OF THIRD COAST GUARD DISTRICT ADMIRAL ROSS RETIRES

Formal change of command ceremonies for the Commander of the Coast Guard's Eastern Area and Third Coast Guard District took place on June 30 at the Coast Guard Mooring in Battery Park, New York City.

Rear Admiral Chester L. Harding relieved Rear Admiral Richard M. Ross who is retiring after more than 35 years of commissioned service. Prior to going to New York Admiral Harding commanded the First Coast Guard District with offices in Boston and before that, he was Commander of the Seventh Coast Guard District in Juneau, Alaska. A Coast Guard aviator, Admiral Harding graduated from the Coast Guard Academy and was commissioned an Ensign May 15, 1931. He was appointed to flag rank May 14, 1959.

Admiral Ross, before reporting as skipper of the Eastern Area Coast Guard in April, 1962, was in command of the Fourteenth Coast Guard District with offices in Honolulu, Hawaii. Prior to that he was Chief of the Office of Personnel at Coast Guard Headquarters in Washington, D. C.

He graduated from the Coast Guard Academy at New London, Conn., and was commissioned an Ensign May 15, 1929. He took the oath of Rear Admiral May 1, 1958. Mayor Robert F. Wagner of New York, presented a Gold Medallion of the City to Admiral Ross at special City Hall ceremonies in June. Mayor Wagner cited Admiral Ross for serving with distinction in his post.

Admiral Ross is married to the former Miss Arvilla Peabody of Portland, Maine. The couple has a son, Richard P., and a daughter, Cynthia. The retiring Admiral and Mrs. Ross will make their home in Paris, Maine.

Admiral Harding is married to the former Miss Helen Rafferty of New London, Conn. The couple has two daughters, Gail and Joan, and a son, Chester L., Jr.



LCDR ARD NEW DIREAUX FOR 3RD CG DISTRICT (SA)

Just about the time this issue of Topside reaches you in the mail, we'll be seeing a lot of our new Director, Lieutenant Commander Edward James Ard. LCDR Ard comes to us from his previous assignment as Commanding Officer of the CG Supply Depot, in Portsmouth, Va.

LCDR Ard's previous experience as an administrator promises to contribute to his ability to help guide the auxiliary of the 3rd District, SA, to greater heights. Born in Sault Ste Marie, Michigan, on 5 May 1923, Ed is the son of Cdr. and Mrs. N. N. Ard, USCG and the husband of the former Alice Meta Cerny. The Ards are the proud parents of two sons, Nelson, 11, and Bill, 9.

Direaux Ard joined the Coast Guard in January of 1942 with the rating of YN2. He served in the Caribbean and Pacific Theatres and wears the American Defense, American Theater, Pacific Theater, World War II Victory, National Defense, and CG Good Conduct ribbons. Ed was integrated into regular Coast Guard on 28 March 1963, as a Lieutenant Commander.

In sports LCDR Ard was oriented to the track team. His outside interests include membership in the Masons, Sojourners and Toastmasters. His service record includes service as Exec. Officer on the Mallow, a tour of duty on the Staff of the Comptroller, at CG Headquar-

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CDR GARRETT ASSIGNED TO CAPE MAY TRAINING CENTER

CDR. Dan Garrett, Coast Guard Auxiliary, 3d District (SA) Director for the past year, has been ordered to the Coast Guard Recruit Training Center, Cape May, N. J., to relieve the Executive Officer, Capt. Jim Waters. In this new assignment, CDR Garrett will be no stranger to New Jersey, having served as Commanding Officer of the Coast Guard Base, Gloucester City, prior to being assigned as Director in the Philadelphia area.

Born in Manistique, Michigan, he first sailed on merchant vessels on the Great Lakes, and eventually all oceans, obtaining an unlimited Third Mates' license for oceans and a First Class Pilot's license for the Great Lakes and adjacent waters. There he served under the former Lighthouse Service, on the Buoy Tenders HY-ACINTH and HOLLYHOCK, and following the merger of the two services joined the Coast Guard in 1940.

During World War II, until June of 1943, he served on board the Coast Guard Attack Troop Transport JOSEPH T. DICKMAN in which he saw action in both the European and Asiatic-Pacific theatres of operations. He was commissioned an Ensign in 1943 and, graduating from flight training, was designated a Coast Guard Aviator in 1944.

As a Coast Guard pilot, he has been stationed at CGAS, St. Petersburg, Fla., CGAD, Barbers' Point, Hawaii, CGAS, Brooklyn, New York, CGAD, Argentia, Newfoundland, CGAS, Traverse City, Michigan, and CGAD,

Continued on Page 5



COMMODORE'S CORNER

by

BILL GARRY

When we boarded the plane at Philadelphia International Airport, bound for the National Conference at San Francisco, we done so with mixed emotions. Frankly, because of the inherent weaknesses of the National structure, we didn't anticipate any great accomplishments.

When we boarded the plane at San Francisco to return to Philadelphia, our emotions reflected pleasure in the accomplishments of the board. NACO Homer Byers opening remarks acknowledged that weaknesses did exist in the National structure. Captain James Cornish, Chief Director, Auxiliary, in his remarks pointed out certain changes in the structure that would probably be acceptable to Washington. He also announced that the Cumulative Activity Summary, which has long been an irritant to your Commodore, was being revised.

In a separate series of sessions, the DCO's threshed out their gripes and came up with a recommendation that the whole structure of the Auxiliary be re-examined with the objective of reflecting the maturity that should be gained with the attainment of 25 years of service to our country.

In addition to this recommendation, numerous others were approved for action by the Commandant. We do not know how many of these recommendations will be approved, so we will not indulge in specifics for fear that some of our readers might interpret them as "facts accomplished." However, we do say this . . . that if the more important ones are o.k.'d, we are well on our way to greater accomplishments.

We must state at this point that the arrangements for the 1964 conference were the best we've ever experienced. From the time we were picked up at the airport until we were returned to the airport, every cog meshed with its mate. There wasn't even once that we could detect a flaw in the work of the host committee.

One of the major accomplishments of the 1964 conference was the selection of Ellsworth Weinberg as our new National Commodore, and G. A. "Bud" Miller as National Vice Commodore. We've enjoyed lengthy discussions with both of these fine men and can frankly state that we believe them to be leaders of stature.

NACO Weinberg is fortunate to be in the position of having been briefed by the DCO's . . . in depth on the problems of the districts. Because of his own experience as a past member of the National Board, Ellsworth is also knowledgeable on the subject of the weaknesses that need correcting. His frequent trips to Washington in the course of pursuing his law practice will put him on the scene when problems arise that need quick action.

Our new National Vice Commodore "Bud" Miller, proved himself to be an able administrator by his supervision of the arrangements for the 1964 conference,

His talents do not end there, however. His record of accomplishments as a DCO tells the rest of the story.

If these men are to be successful in leading us toward the goals we desire to see the Auxiliary achieve, they are going to need our support . . . right down to the newest flotilla member. If we show them that we're behind them all the way . . . with improved record for P.I.C., CME, Academy Week, National Safe Boating Week, and Operations programs . . . we not only will improve the image of our organization nationally, we will also improve it on a district, division and flotilla basis.

Let us prove that we are worthy of the added reliance we are asking Washington to place on us. Let us prove that we deserve the stature the maturity of our organization indicates we should have gained. Let's do just a little more than we have felt we can do. Just multiply a little more action on the part of each Auxiliaryist by the 25,000 we have in our organization and "man", the points add up.

LCDR. Ard New DIRAUX

Continued from Page 4

ters, Washington. Comptroller, Commander, Mediterranean Section, Naples, Italy, and as CO of the Supply Depot, Portsmouth, Va.

Our new Director's formal education included attendance at Western Reserve University, Cleveland, Ohio, and at Old Dominion College, Norfolk, Va. We join all of the auxiliaryists in the 3rd Dist. (SA), in saying, "Welcome Aboard."

CDR. Garrett Assigned

Continued from Page 4

Bermuda, as Executive Officer. At Brooklyn, he was designated a helicopter pilot for land and shipboard operation, following further training in Pensacola, Fla. Subsequent aviation duty at CGAS, Elizabeth City, N. C. was combined with shipboard refresher training while serving as Executive Officer of the Coast Guard weather ships ABSECON and INGHAM, based at Norfolk, Virginia.

Following the assignment as Commanding Officer at Gloucester Base, he became Director of Auxiliary (SA) in June of 1963 and will report to Cape May in August of this year.

In parting, CDR Garrett takes with him the following "crew"—his wife, Lois, Susan, 19, Tim, 14, Berbie, 10, and Kit, 7.

DON'T LITTER

WATER POLLUTION

KILLS FISH and FUN

Bits Of AdVICE

from

JOHN McINTOSH

Vice Commodore



Packets of nautical charts and publications have again been made available by the United States Coast & Geodetic Survey for the use of the Coast Guard Auxiliary. This material is being distributed to each Flotilla. It is intended for use in the Auxiliary educational program, and in such a way as to provide maximum benefit to our program.

When you consider that this is a nationwide program on the part of the C & G S, the effort expanded and the value of the material involved is significant. In return the Coast & Geodetic Survey wishes to be advised of changes needed to bring charts up to date. In the past the results of this program have been disappointing, very little information was forwarded to the Survey.

This year's program sets up a method to forward the information. It has been suggested that the necessary information be noted on a section cut from a chart, the condition be described, the chart number, date of observation and name and address of the Auxiliary member making the report noted on this section of the chart. This information is to be forwarded to the Director USCG Auxiliary, Third CG District (Southern Area) Room 802 Custom House, 2nd & Chestnut Sts., Phila., Pa. The Director will forward the information to the nearest Coast & Geodetic Survey District Office. On receipt of your report the Coast & Geodetic Survey will forward a replacement chart.

From discussion at various Flotilla and Division meetings I think you know that this can be a fine program for the Auxiliary. There have been times at your own meetings when discussion of obstructions, changes in channels, and landmarks that should be included in, or removed, from our charts has taken place. With the publication of the new Small Boat Series of charts this problem of keeping up to date will increase because of the greater detail included in this series of charts.

A chance exists here for the Auxiliary to again provide a multiple service, to the Coast & Geodetic Survey and to the boatman in general, if we extend our program to cover this activity. In addition to the comments that are presented at meetings another suggestion that could help get this program off the ground would be for each member of the Auxiliary making an assist to check and see if the incident could have been avoided by additional Aids to Navigation or by more detail on the chart. Remember also to check the location of buoys in these cases. It's possible for a buoy to off its station or even adrift. If no one reports the condition it will not get fixed.

A word of caution is necessary, members of the Auxiliary should be cautious about installing buoys or

markers themselves. The laws are very specific about the owner of a sunken vessel or other underwater object being responsible for its marking and liable for any damage that it may do when no so marked. A member of the Auxiliary performing a service by putting a marker on such an object involves himself in the problem of insuring that the marker stays in place and is legally responsible for the maintenance of the marker or any damage caused by its absence. It is far better in addition to forward a report of such an obstacle to the Coast & Geodetic Survey to advise the closest Coast Guard Station of the hazard and its location.



CAPT. THOMPSON TALKS AT DIVISION V CHANGE OF WATCH

Capt. J. F. Thompson, USCG, Senior Inspector, Marine Inspection at Philadelphia (pictured above to your left) addressed the Auxiliarists and their guests at the Division V "Change of Watch" held in the Green Terrace Room at Anneville, Pennsylvania on the 14 March.

DIRAUX CDR Dan J. Garrett (on the right) obligated the incoming Division Officers for 1964 as follows: Captain—Paul E. Henninger, Sr., Vice Captain—W. Ward Donohue and Division Training Officer—Edgar S. Long.

Pictured at the microphone is VCO John D. McIntosh addressing the group.

The lady hiding behind the lighthouse is Mrs. Ward Donohue who was responsible for making the attractive lighthouse centerpieces used on each table.

Other speakers present but not pictured included William B. Matthews, Jr., Chief, Boating and Recreation Division, Tidewater Fisheries, State of Maryland; DCO W. J. Garry and RCO L. H. Huth of Third Coast Guard District (So. Area).

Many fine prizes (donated by the various marine establishments in the area) were enjoyed by the lucky Auxiliarists receiving them.

We've been told by both the York and Hanover flotillas that the only way to travel to these affairs is "hire a bus" which they both did to transport their members. We also understand the "partying" really starts upon departure from York with group singing and "Hooperdoolies."



Governor Elbert N. Carvel and Captain Harold B. Haney of Division I read Statement endorsing 'National Safe Boating Week' after signing in the Governor's Dover, Delaware office.

DELAWARE'S GOV. CARVEL AIDS IN NATIONAL SAFE BOATING WEEK EFFORT

The Governor of the State of Delaware recognized the importance of safety on the water by signing a statement endorsing "National Safe Boating Week." In a ceremony, with Captain Harold B. Haney of Division I present, Governor Elbert N. Carvel signed the following statement:

"Pleasure boating has moved to the forefront as one of America's most popular and most enjoyable forms of outdoor recreation. Because of wide family participation, this delightful sport appeals to people of all ages and all economic levels.

Delaware's long coastline and varied inland waterways offer unexcelled facilities for boating enthusiasts which makes our State a real boating haven. As the number of craft increases, the need for good judgment and courtesy becomes a must. It is most important that all afloat maintain their craft in top mechanical condition.

The U. S. Coast Guard, the Coast Guard Auxiliary and other interested organizations have been instrumental in designating the period from June 28 through July 4 as National Safe Boating Week. During this period the attention of pleasure boatmen is directed to the need of knowing and observing the basic rules of safe boating.

I urge Delaware boat owners to help make

National Safe Boating Week a complete success by taking these steps:

1. Make sure that your equipment and gear is completely and safely operational.
2. Check your hull to be sure it is sound and dependable.
3. Brief all who will operate your craft upon the fundamental rules of safe boat operation, and resolve to carefully practice these rules throughout the forthcoming season.

Let us so conduct ourselves afloat that we can remember the 1964 boating season as one of pleasure and happiness."

All of the members of Division I wish to thank Governor Carvel for his interest in helping us to promote "National Safe Boating Week" in the "First State."

PENNSYLVANIA OFFICIALS JOIN IN SAFE BOATING WEEK PROGRAM



Highlighting National Safe Boating Week in Pennsylvania, Governor William G. Scranton issued a proclamation on June 17, 1964, in support of the programs pursued by the Coast Guard Auxiliary and other safe boating organizations. Participating in this event were many of the leaders in the long crusade for better boating legislation in Pennsylvania. Seated, left to right are: Mrs. Carl F. Sheppard, wife of the Boating Editor, Philadelphia Bulletin, Albert M. Day, Executive Director, Fish Commission, Raymond P. Shafer, Lieutenant Governor, CDR E. R. Tharp, USCG (Ret.) Assistant Executive Director, Watercraft Safety, Fish Commission, Dr. M. K. Goddard, Secretary, Department of Forests and Waters; Top row, left to right: Paul Smith, Flotilla Training Officer, Flotilla 53, Past Commander Aaron N. Solomon, Flotilla 53, Area Lieutenant Earl W. Hill, Susquehannock Squadron of the U. S. Power Squadron, Howard R. Heiny, Commissioner (Boating) Fish Commission, Martin R. Horlacher, Chairman of the Boating Advisory Board, Robert Broughton, Deputy Attorney General.

DIVISION 1 CAPTAIN'S REPORT

Activity in our Division, for the past few months, has stepped up to keep pace with the oncoming rush of the boating season.

All of the Flotillas have been making C.M.E.'s, and to date, they are ahead of their 1963 goals. It is interesting to note that the percentage of rejects is also up, indicating that the I-E's are upholding stringent inspections.

Our Academy Week was conducted by P/C W. W. Smith who did a very excellent job of evaluation, resulting in our having three candidates available. Our best wishes to these boys—Robert T. Hartrim, Jr. from Flotilla 11, Stephen R. Walmsley from Flotilla 13 and Wilbert M. King from Flotilla 17.

The State of Delaware is proposing to revise the Delaware Motor Boating Act, and we were invited to have a representative present. Past Commodore Hager and T/O Marvin Ruff made two appearances before the committee, making a number of suggestive changes in the law. The committee, in turn, was highly complimentary about the Auxiliary and their activities.

Flotilla 11 patrolled the Minquadale Boat Club Meet and Flotilla 17 patrolled the Power Boat Races on the North East River.

The Division's planned publicity program is roaring ahead. A reporter and a photographer, from the Wilmington newspapers, were sent to the Coast Guard's Lewes Life Boat Station. Mr. John Bunting, Commanding Officer of the Station, gave these gentlemen an opportunity to inspect the station, resulting in a page and one-half of news, together with photographs. Articles on safe boating, classes and assists have appeared in the papers, giving us the widest publicity we have ever had.

All Flotillas participated in Safe Boating Week, which was directed by Past Commodore Roy Hager. Store windows were decorated, classes were held, and CME Inspection Stations were anchored in the river. Governor Carvel signed a statement for Safe Boating Week, which appeared in many of the Delaware papers.

A great deal of publicity has been given to the boating accidents which have occurred on Pea Patch Island jetty just below Wilmington, Delaware. This Division has taken advantage of this situation by organizing a class which will teach chart reading, and a special course will be included on the Pea Patch Island jetty by using pictures and slides taken specially for this purpose.

This Division has been active in working out an SAR Operation with Fifth District's Baltimore Group. Ed Pierce, DSO, has arranged for an Auxiliary boat to patrol the Upper Chesapeake waters each weekend and holidays during July and August. The first weekend, 3 July through 5 July, resulted in a successful operation. After making a few changes, successive patrols will be more efficient. On this initial patrol, two assists were made.

Harold B. Haney DCP

McCORMACK GETS PLAQUE



JOSEPH MICCICHE Flotilla 25 Commander on left presents a plaque to Past Commander JOSEPH McCORMACK for outstanding service to the Coast Guard Auxiliary.

NEW FLOTILLA AT SUNBURY

Division V chartered a new Flotilla in Sunbury as 23 members were officially sworn in to form the United States Coast Guard Auxiliary Flotilla #57. Eugene K. Fry of Northumberland set up the training program and handled the examination of all the people. The over-all test score in the series of seven examinations was 88 percent.

DIRAUX DCR Dan J. Garrett presented the Charter to Walter Schindler, the new flotilla's commander, at a dinner meeting held Saturday, April 11 in the American Legion Post 44 of Northumberland Home. Also representing Third District S. A. was William J. Garry, DCO. Present for the ceremony from the Division were DCP Paul E. Henninger, Sr., VCP W. Ward Donohue and Bet-tie Baker SO.

Other officers elected to the flotilla are Elwood Duerr who is serving as Vice-commander and Charles Fenton as the training officer.

The group has now completed their Inspector Examiners course and are all set to check the safety of boats and equipment aboard.

The flotilla plans to set up an emergency radio network for their area.

FLOTILLA 29 JOINS WITH CHAPTER 415 CG LEAGUE IN CAPE MAY ENTERTAINMENT

At the invitation of Chapter 415, Coast Guard League, Flotilla 29 USCG AUX joined them in transporting a band and a group of entertainers to the Coast Guard Recruit Training Center at Cape May, N.J., on Sunday, 26 April 1964.

A bus was assigned by the Coast Guard Base, Gloucester City to take the entertainers and their instruments, and the rest of the group followed in a motorcade, starting from City Hall, Philadelphia.

The caravan made a landfall at the Base in time for the noon meal, which was furnished free to the members of the troupe, and which was of a high quality of culinary excellence.

In the afternoon the entire party was taken on a tour of the Base in buses by LT. McKinney. We visited the barracks, the gymnasium, the chapel and various other buildings. The old buildings are gradually being replaced by modern, fireproof structures.

We were also taken aboard the USCGC UNIMAK, and her skipper, CAPT. Reilly, placed us under the pilotage of this Executive Officer, who showed us every corner of the vessel from bridge to engine room. Although not a new vessel, an ex-seaplane tender turned over to the Coast Guard by the Navy, she is an excellent little ship. She is based at Cape May, and takes Reservists on training cruises.

Cape May Receiving Center takes all the Coast Guard recruits from the eastern part of the country, and puts them through their basic training.

The installations at the Center are excellent—certainly no fault can be found with the chow. It is here that the young men learn the advantages of being in the Coast Guard. It is an excellent career for recent high school graduates, with the possibility of entering the Coast Guard Academy and becoming officers.

After our evening meal we went to the auditorium for the entertainment. This was furnished by a troupe, including the brass band. The Artisans Memorial Post Band is skillfully conducted by their Director, Mr. Joseph Gladen, who also makes the arrangements. They give a very fine performance.

Altogether, it was a mighty good live show, something which the cadets applauded to the fullest. It was an appreciative audience, and both the cadets and their officers hoped that it might be put on again next year.

The affair was made possible through the courteous cooperation of CAPT. J. C. Waters, Commanding Officer of the Receiving Center; CAPT. Frank McCabe, Captain of the Port, for furnishing the bus so ably piloted by Riley, MM1/c; CDR. F. X. Riley, Commanding Officer of the Cutter UNIMAK; Mr. Joseph Gladen for his talents, skill and courtesy in furnishing the music and entertainers; and to Chapter 415 of the Coast Guard League for arranging the whole affair.

Harry Sturm

FLOTILLAS JOIN IN DISPLAY



Flotilla 25 teams up with Flotilla 91 to put on Auxiliary display at Wilkes Barre, Penna. Armory. On left BOB MORRIS Flotilla 25 is greeted by DICK JACKSON Flotilla 91.

USCGA THIRD DISTRICT SOUTHER AREA CME REPORTS RECEIVED AC OF JULY 10, 1964

44 FLOTILLAS REPORTING OUT OF 61

DIVISION	PASS CME	DECAL WITH'D	PASS R/F	REJ R/F
I	137	15	3	0
II	522	151	33	6
III	318	49	13	2
IV	438	90	78	27
V	315	71	10	0
VI	157	10	9	0
VII	179	31	11	3
VIII	379	59	31	6
FLOTILLA 10-1	122	32	5	0
TOTALS	2567	507	193	44
GRAND TOTAL		3074		237

SOME FOOD FOR THOUGHT!!!

Number of I/E's	1963	593	**
Number of I/E's	1964	643	

(**Of this Total 169 I/E's never reported any CME's)
With a third more active I/E's in 1964 we are behind 1963 grand totals as of 7/6/63 of 3138.

25th ANNIVERSARY — GOAL 25,000 EXAMINATIONS
LET'S GET ON THOSE BOATS!!

Chris Brenneman, DSO

**BE SURE TO
ATTEND!**

**THIRD CG DISTRICT (SA)
USCG AUXILIARY**

**SILVER ANNIVERSARY
SUMMER RENDEZVOUS**

AT THE

**COAST GUARD RECRUIT
TRAINING CENTER**

CAPE MAY, N. J.

11, 12, 13, SEPTEMBER 1964



THE U. S. COAST GUARD AT CAPE MAY, N. J. The new recruit barracks in the foreground are part of the \$18 million dollar program now underway. Older, World War I buildings are in the background. The vessel in the upper left corner of the picture is the USCGC Unimak, used for the training of reservists.

PROGRAM

- Friday Night:** Commodore's Welcome Aboard Party, 2100 to 2400. Dress: Informal or sports attire. Three tickets for refreshments with registration fee. Others available as desired at own expense.
- Saturday: (A.M.)** Swimming party at the gym pool or ferry ride to Lewes, Delaware. Base and vessel tours.
- (P.M.)** 1200 Boat and Aircraft Review to 1430, followed by a clam bake and beer party.
- Past Commodores Reception—Cocktail Hour 1800 to 1900 with buffet style dinner at 1930 and dancing from 2100. Dress: Tropical whites (long), khaki or appropriate civilian attire.
- Sunday Morning:** Transportation available to breakfast and church services.

COME BY LAND, SEA, OR AIR!

Motel accommodations available by advance reservation. Adequate berthing for all draft vessels at the Coast Guard Base and local marinas if requested in time. A Silver Anniversary Bulkhead Plaque will be awarded to owners of the first fifty boat and aircraft facilities to register and participate in the anticipated review.

PLEASE

MAIL

AS

SOON

AS

YOU

CAN

RESERVATION FORM

SILVER ANNIVERSARY SUMMER RENDEZVOUS USCG AUXILIARY, THIRD CG DISTRICT (SA)

Date: September 11, 12, 13, 1964

Place: Coast Guard Recruit Training Center, Cape May, N. J.

Name Address

Flotilla No. Division No.

I desire Reservations for Dinner @ \$3.50 and Registration @ \$1.50 total.....

..... Reservations for Dinner @ \$1.25 (Children's Special Buffet) total.....

..... Registrations @ \$1.50 total.....

..... Ferry Ride to Lewes, Del (at own expense)

Motel Reservations for persons rooms
(Attach list of names)

I will arrive (date by: Car..... Boat..... Time.....

Boat Name Length..... Draft.....

Make checks payable to: USCG AUXILIARY, 3rd CGD (SA)

Mail to: Robert H. Welsh, DCP VIII
RD #1, Cape May, N. J.
Max. Cost of Slips:

\$2.00 per day to 30
\$3.00 per day to 40
\$4.00 per day over 40

(Facilities For First 20 Boats At Base)

Deadlines: 7 Sept. for Motel Reservations
8 Sept. for Dinner Reservations



Sharing the spotlight with the CGC SASSAFRAS from Cape May, New Jersey, in Division V's Third Annual National Safe Boating Week Kick-off Chesapeake Bay Cruise, one of the hydrofoils pictured above, provided entertainment and rides for many auxilliaries and their news media guests. Furnished by the president of the Honold Mfg. Co., a former associate of Division V Captain, Paul Henninger, Sr., and potential auxilliary, the trip from Philadelphia to Baltimore, Maryland, took less than 3½ hours. This sleek passenger model will soon be augmented by a new design—a sport fisherman model providing sleeping accommodations and all other cruise necessities.

NEWS MEDIA BAY CRUISE IS ATTENDED BY OVER 200

The Third Annual Chesapeake Bay Cruise, sponsored by Division V, 3rd District, S.A., United States Coast Guard Auxiliary for the news media of their area, heralded the opening of Safe Boating Week Sunday, June 28. The growing interest in this event is evidenced by the more than 200 members and guests participating. (Last year approximately 120 people participated).

Twenty one boats rendezvoused at Ft. Carroll at 1000 hours for the cruise to United States Coast Guard base at Curtis Bay. Under escort of a U.S.C.G. Cutter. Hosts of the day at the Base were Captain Columbus and Chief Warrant Officer Stanley. The many members and guests who had driven to Curtis Bay by car lined the dock to watch the parade of boats as they cruised into the Bay where a crew of Coast Guardsmen dressed in white rapidly secured their lines as each boat came into dock. A most unusual sight in the cruise-line was the HYDROFOIL . . . this is the new type boat that skims over the water . . . which gave the members of the cruise quite a thrilling show as the operator, Robert Jackson of the Governor's Yacht Club, Baltimore put her "through the paces." Also aboard the HYDROFOIL as guests of Capt. Paul Henninger were the manufacturers Ludwig Honold and Gerhard Frey along with the producer John Connelly and his guests, Betty and Karen Cronrath of Philadelphia. The Hydrofoil is equipped with a diesel engine, will carry twenty two passengers and skim over the water at better than 40 knots. The Hydrofoil is docked at Pier One in Baltimore Harbor and all were invited to stop around if they were interested in taking a ride.

Arrival at the Coast Guard Base was followed by a cocktail hour and luncheon after which everyone

boarded the 182 foot U.S.C.G. Buoy Tender the Sassafras for a cruise around the Baltimore Harbor. The Sassafras was brought around from Cape May Base by its crew of 27 especially for this occasion. Aboard at that time were Third District Southern Area, U.S.C.G. Aux. District Staff Officers Bill Curridan, Inspection Officer; Bob Morris, Finance Officer and Bill Yingst, Communications Officer. Representing Division V for the cruise from Cape May to Curtis Bay and return were Mike Wilson and Jack Blanchard of Flotilla #53, Harrisburg.

Other craft in dock at the Base included the navigational aids "FIVE FATHOMS" AND "SCOTLAND HORN," the BARATARIA, WISTERIA and numerous other buoy tenders. All participants in this affair had the opportunity to see and tour these vessels firsthand.

Guests representing the U.S.C.G. and Auxiliary were CDR, D. J. Garrett, Third District, S.A. Director of the Auxiliary, Lt. CDR. L. D. Bond of Washington, D. C., William J. Garry, Commodore of Third District, S. A. and his wife; Captain and Mrs. Ed Stacey of the Baltimore District and CDR. Joe Gonyeau and wife of Baltimore. CDR. Gonyeau is Captain of Port at Baltimore. The Maryland Tidewater Fisheries was represented by Bill Matthews and his wife while CDR. Ed Tharp represented the Pennsylvania Watercraft Safety Division.

Both Governor Millard Tawes and Governor William Scranton, Maryland and Pennsylvania respectively, had to decline their invitations due to other pressing business. However, the Bay Cruise Chairman, Aaron Solomon of Harrisburg's Flotilla #53 was instrumental in having Governor Scranton sign the formal proclamation of Safe Boating Week, June 28 to July 4. In the proclamation Governor Scranton declared "Boating has become a major form of recreation and an important industry in Pennsylvania as well as in the nation."

The news media was well represented by the following radio, television and newspaper personnel: WHP Harrisburg—Herb and Renie Gervin, Juanita Hosttler, Betty Hendricks, Carl Lindquist, William and Phyllis Blocki, Philip and Mildred Tyrrell, Joe and Shirley Eberle, Earl Moore and Bob Andrews; WTPA-TV, Charles Froehlich, Jr., Tom Weitzel, John Hopkins and Helen Chianos; WHYI—J. Kent Kilko, Tom G. Kilko and J. Kent Kilko, Jr.; WCMB—John R. Mayfield, Doris R. Mayfield, Ed and Genevieve Gonzalez, Richard Gonzalez and Ann Cooley; Patriot News—R. J. Evans, Harry W. Smith and M. W. Milliron. Also guests of Flotilla #53 were Mr. Harry Allaman of the "Call of the Outdoors" program on WGAL and his wife; Master Chief Boatswain's Mate and Mrs. James Billups, U.S.C.G. Recruiting office at Harrisburg.

York—Flotilla #54 guests were: WSBA-TV—Mr. and Mrs. Dave Berlin and WNOW—L. W. and Barbara Tripp.

Guests of Hanover Flotilla #56 were the Mayor John Harman and his wife Kathleen and Chief of Police, John Berkheimer and his wife Eva, Robert and Beverly Marchio represented the Evening Sun of Hanover.

Howard R. Heiny, a member of the Pennsylvania Boating Advisory Board and his wife Elma were the guests of Williamsport Flotilla #59.

CDR Baron Schmidt of the Patapsco River Power Squadron extended an invitation to Captain Paul Henninger for Division V to join with their 40 boats for the Squadron's Safe Boating Week opening activity in the Baltimore Harbor.



Capt. Frank V. Helmer

MEET 3rd CG DISTRICT'S NEW CHIEF OF STAFF

Coast Guard Captain Frank V. Helmer was born January 16, 1913, the son of Mr. and Mrs. N. A. Helmer, Sr., of Plainfield, New Jersey.

He was graduated from Plainfield High School prior to entering the United States Coast Guard Academy in 1931. As a cadet, he was a member of both the football and boxing teams at the Academy.

Receiving his bachelor of science degree and his commission as ensign in 1935, Captain Helmer was assigned to duty on the Coast Guard Cutter PONTCHARTRAIN, at that time operating out of Staten Island, N. Y.

Two years later he was transferred to the Cutter SPENCER, at Cordova, Alaska, and in 1939 he went aboard the Cutter ESCANABA, operating out of Grand Haven, Mich.

During the early years of World War II, Captain Helmer served aboard the Coast Guard-manned USS LEONARD WOOD, a troop transport operating in both the Atlantic and Pacific areas. From 1944 to 1945, he was commanding officer of the destroyer escort VANCE, on duty in the Atlantic Ocean, and then he became, first the executive officer, and then commanding officer, of the attack transport USS CAMBRIA.

For a short period in 1946, Captain Helmer served aboard the Cutter ESCANABA again, only this time it was a different vessel bearing that name—the first hav-

ing been sunk in 1942—and this time he served as commanding officer.

And then, after 11 years sea duty, Captain Helmer was assigned to his first shore billet—in Coast Guard Headquarters, Washington, D. C.

After five years in Washington, D. C., Captain Helmer was transferred to Seattle, Wash., in 1951, where he became commanding officer of the Cutter KOINER, an ocean station vessel.

From 1952 until 1956, he served in the aids to navigation division in the office of the commander of the 13th Coast Guard District, in Seattle, and then he became chief of personnel in the 12th Coast Guard District, San Francisco, Calif.

The captain was commanding officer of the Cutter TANEY, operating out of San Francisco, from 1959 until June, 1961, at which time he became assistant superintendent of the United States Coast Guard Academy, in New London, Conn.

In addition to various World War II area campaign medals, Captain Helmer wears the Navy Commendation Ribbon, with the combat "V", and a bronze star in lieu of a second award; the Navy Unit Commendation Ribbon; the United Nations Service Medal; the Korean Service Medal; the National Defense Service Medal; and the Expert Rifle and Expert Pistol medals.

Captain Helmer is married to the former Hilda Caldwell, of Plainfield, N. J., and they have two sons and one daughter.

DIVISION VII CAPTAIN'S REPORT

Division VII is on the march. It is growing so rapidly that the officers cannot keep up with it.

A new Flotilla was requested at Waretown where at least 50 men have shown an eagerness to join.

Flotilla 76 is trying to organize a new Women's Flotilla sometime this summer.

Flotilla 77 has been growing so fast that the Mystic Island Area is thinking seriously of starting a new Flotilla. They probably should; as, in that way, they will have some competition.

Flotilla 73 held their Spring Rendezvous at Carroll's Restaurant in Manahawkin. Honored guests were Commodore William Garry and his wife. A joint Clam Bake between Flotillas 73 and 75 will be held in Tuckerton on August 1st.

Flotilla 74 held their May meeting at Barnegat Life Boat Station and after the meeting Chief Zwally gave a short talk on the proper method of towing. They will hold more meetings here in the future.

Flotilla 76 held a Ladies Night after the last meeting which was a huge success when 22 persons attended.

A Sail-A-Way was scheduled for sometime this Summer to the upper Delaware or upper Chesapeake. This will be open to others besides Auxiliarists and will probably be a method of recruiting new members.

Flotilla 77 will have a Spring Rendezvous ending up at the Captains Inn at Forked River.

An eight lesson course will be held sometime this Summer at Mystic Island—all Flotillas in the Division are to participate.

Paul Kreyling

RADIO COMMUNICATIONS REPORT PREPARED BY W. L. YINGST

143.2 mc/s Radio Gear, what to buy, where to buy and how to modify. CW Fixed station Drill schedule.

In order to reach all who are interested in Radio Communications per se, whether it is on C. W. frequency 2682 KC with NMY New York or 143.28 mc/s. I decided to use TOPSIDE to carry the word.

First I will address my remarks to the fixed stations operating on 2682 KC C.W. The schedule is as follows: From the first Monday of the month, July for example falls on the 6th, Tuesday the second week, Wednesday the third week and Thursday the fourth week. Set up a calendar in this manner, draw a slant bar from Monday to the last Thursday. The dates will be 6-14-22-30. Time 2100 local zone time, regardless of holidays.

To 143.28 mc/s fans: The equipment which is available and presents the least amount of work to modify or put together is the AN/ARC 4 Series, which may be purchased new, with 12-24 volt DY10 dynamotor, shock mount rack, mike and headset, for \$42.50 and each one will be checked out as to operating condition. (Crystal and antenna are bought separate), from Interference Research Inc., 117 South 46th Street, Philadelphia, Pa. 19139. The antenna recommended is the 2 meter Halo which is omnidirectional and easy to mount. It is equipped with a telescoping mast, co-ax cable RG58U with large center pin connection. It may be purchased from radio parts dealers such as Radio Electric Service Co. 12th & Arch Street, Phila. Pa., Radio Electric Service Co. 5th & Cooper Sts., Camden, N. J., General Radio Inc., Penn near Broadway, Camden, N. J. for approx. \$11.50.

The crystal unit is a 703A holder with 2 crystals, 5970 KC Transmitter, 8330 Receiver. The supplier is Texal-Crystals, 1000 Crystal Drive, Fort Myers, Fla. The price is approximately \$7.50. When ordering the crystals, specify that they are to be used in AN/ARC4 with transmitter crystal to the rear. The crystal holder goes into the rear-most socket under a hold down bracket.

Where several sets are purchased in a locality or Flotilla, or Division, one instruction manual will suffice. Modification could then be accomplished at one time and they could be checked out as you finish.

No cabling is necessary except if you wish to have a small control box for volume control. The plug that requires wiring is the 32 pin plug on the rear of the shock mount.

The first leads to go in after removing all wiring from the sockets to the 32 pin connector are the battery wires, size number 10 or 8 which can be obtained from auto parts dealers. A red & black negative go to A1 and A2 respectively. The balance of the cross connection using .032 bus wire and sleeving are as follows: 16-17, 3-4-7-9-10, 1-2-5-6-14-15-20—ground on plug 8-A1, 28-18, 25-23, 24-22. Slide short length of sleeving down

LARRY HUTH NAMED NATIONAL EDUCATION RESEARCH OFFICER

(Appointment Letter Reproduced Below)

Mr. Lawrence H. Huth
U. S. Coast Guard Auxiliary
752 Frank Avenue
Emmaus, Pennsylvania

Dear Mr. Huth:

It is with a great deal of pleasure that I appoint you National Educational Research Officer effective this date.. Your appointment is for the duration of my term of office, or until your successor is named.

Each member of the National Board was requested to submit suggestions for National Staff Officers, and your appointment is not only my choice but also that of the National Vice Commodore and the members of the National Board. Also, all staff appointments have been approved by the Acting Chief Director.

Perhaps no other National Staff Officer has a greater challenge than does the Educational Research Officer. Improvements in our textbooks for our Public Instruction Courses must be made from time to time, if we are to move forward in the field of public education. But to improve the text without improvement in the area of methods of instruction would be but half a step forward.

Further, we need to develop texts for Advanced Membership Training in all fields, including communications, instructor training, courtesy examiners, and courses leading to Operational Membership Qualification. In all your efforts you must work closely with the National Public Education Officer, the National Membership Training Officer, and the National Educational Officer. Your duties will be more fully set forth in the National Program to be published shortly.

We are looking forward to the great challenge of strengthening the National Organization in the year that lies ahead and, through it, the entire Auxiliary. To accomplish this goal, we must interweave "teamwork" into our National Policy. I know you will be a very valuable member of the team and will work closely with all other members. May I say again, Welcome to the team!

Sincerely,
Ellsworth A. Weinberg
NACO, USCG Auxiliary

over terminals after soldering. Avoid excessive solder running down terminal, which can short out. The crystal holder goes into the rear-most socket under a hold down bracket. The height of the antenna is important at this frequency because it is in line of sight. On boats it can be taped to existing antenna, but insulated from each other.

The three lesson course on radio procedure, rules and regulations, and message handling, together with exam papers is available from the District Office for approx. 25c each.

For any questions, feel free to write: W. L. YINGST, 116 Fairview Ave., Ashland, N. J. 08003. Phone 609-429-3269.

JOINT CELEBRATION FOR SAFE BOATING WEEK AND CAPE MAY FERRY OPENING

By an extremely fortunate circumstance, it was learned that the anticipated opening of the Ferry between Cape May and Lewes and National Safe Boating Week would coincide. Flotilla 82 of Cape May and Division VIII agreed to make this a joint celebration and a demonstration of safe boating as their contribution to National Safe Boating Week. Plans were begun in February with regular weekly meetings at the headquarters of the Cape May Flotilla of the representatives of the entire Division VIII. Very soon the assistance of Division I as represented by the Lower Delaware Bay and Lewes area was asked as was the help of Division III. The Cape May Moorings now took a hand and gave not only their valuable advice in the planning but added to it in a very practical matter by providing transportation between Lewes and Cape May with Coast Guard vessels. At the one time that the Moorings did not have a vessel available, the Auxiliary chartered a large sightseeing vessel to make a trip to Lewes to further coordinate the operations. By a strange coincidence (?), the name of the vessel was the Sightseer. There were a hundred passengers, including the Commander of Moorings, Lt. Bruno Forsterer and Chbosn Daniel Cluff, his executive officer.

Because of the anticipated number of boats at the time of the arrival of the first ferry at Cape May and at Lewes, it was decided to hold a Marine Parade on the Cape May side with the Auxiliary facilities acting as patrol to control the boats in the Cape May Canal and in the Delaware Bay area adjacent to the canal jetties where the ferry would arrive. On the Lewes side, the Auxiliary facilities would assist the Lewes Life Boat Station in patrolling the Delaware area.

The ferry slip on the New Jersey side is on the north side of the canal and just east of the jetties. There is a turning basin opposite the ferry slip. All of the construction work was not finished and dredging was still in progress. This presented a built-in occasion for marine accidents if the visiting boats were allowed free access to the area. This was the reason for the parade. It enabled the Auxiliary to organize the yachts and control the passage through the canal as well as regulate the anchorages on the Bay so that there would be no interference with the passage of the ferries into the narrow canal. The possibility of accidents or illness was recognized, so two facilities were designated as First Aid boats and marked accordingly with red cross flags and equipped for ordinary emergencies including oxygen and fairly complete first aid equipment, provided by the Atlantic City Hospital on loan. Both of these boats were attended by registered nurses who are members of the Ocean City Flotilla.

To encourage the visiting boats to join in the Marine Parade, prizes were offered for the various categories of decoration, humor, etc., with funds donated by the Celebration Committee. Five judges were selected and made their appraisal from the deck of a Marshal's boat which was the 65 feet facility, Daydream, Helium filled balloons to the number of five thousand were distributed to the participants to be released on signal from the USCG Point Herron. The helium was provided through

the efforts of Cmdr. Garret, DIRAUX and the labor by volunteers of the Auxiliary and all the wives they could subdue.

The actual parade was started in Cold Springs Harbour and led by the 82' USCG POINT HERRON followed by the Parade Marshal and a 40' patrol boat from the Moorings, the participants then followed. There were thirty six facilities stationed on points previously arranged throughout the Canal as well as in the Bay to designate the anchorage areas. The USCG Sassafra and the Cutter Agassiz were stationed on the outer side of the ferries course. Communications were worked out with the Coast Guard on 2738, with the communications officer of VIII acting as communications officer. When the vessels had traversed the Canal, they were shepherded in an area North of the canal to welcome the ferry. After the ferry arrived, the parade reformed and passed around Cape May point, passing Cape May as the shore parade was being held, and proceeded through the Cape May Jetties and into the harbour where it disbanded.

The operation was most successful and without accident. Only one vessel experienced any difficulty and that was early in the parade. The Alwin under Past Captain Newkirk was both first aid boat and communications boat developed engine trouble. Before even the boats in the parade who were close by could realize what happened, Fred Maurer with the Reel Fun transferred the crew and the first aid equipment to his boat; the George then took the Alwin in tow and the parade did not even hesitate. It was a strange coincidence that Fred Maurer was near the Alwin and so quickly took over the duties of communications and first aid. Fred has acted as Chairman of the Committee and it was very much through his untiring efforts that the whole operation was possible.

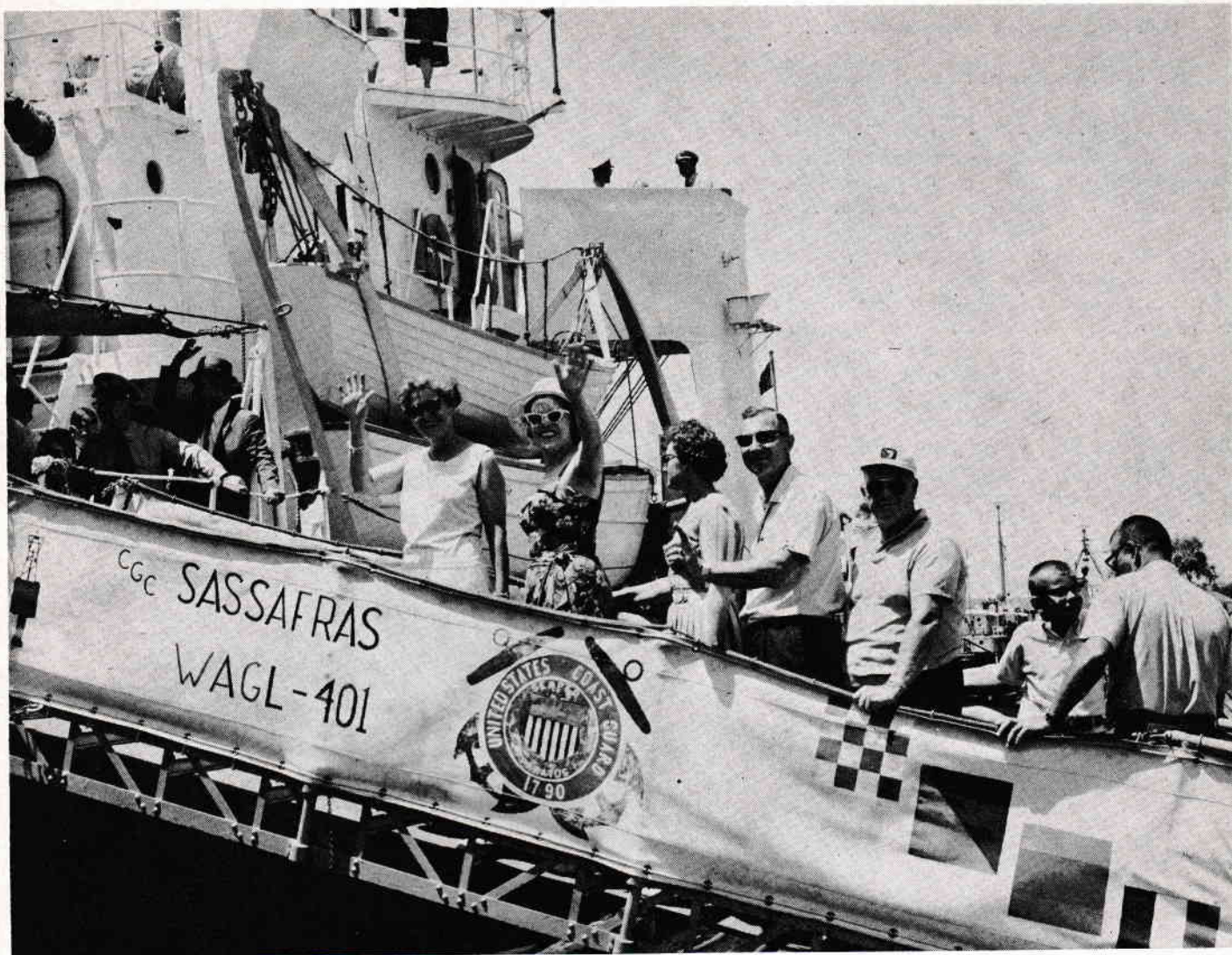
Despite all the planning and anticipating of possible trouble, there was always the chance of the unforeseen. Certainly it was with thankfulness that the whole operation went off as planned and no difficulty was realized. As part of the shore-side celebration, there were to be three sky-divers who planned to land on the beach. Again there was a possibility of a slip-up, and three outboards from the Wildwood Flotilla were posted off shore from the anticipated target area with exact instructions of how to pick up the parachutes if the wind would deflect them. The wind did! However, the three sky-divers were picked up within minutes.

While this was an ambitious program for National Safe Boating, the planning, preparation and most of all the cooperation of the three divisions and the Coast Guard were well rewarded.

Robert H. Welsh, DCP, VIII.

FLOTILLA 53 DECORATES MEETING ROOM

The meeting room which has been furnished to Flotilla #53 by the Harrisburg Recreation Commission has now been painted and furnished by members of the flotilla and will become their permanent headquarters, meeting room and classroom for Public Instruction Courses. The work performed by the Flotilla in refurbishing and furnishing this room for their needs has given the Flotilla a high recognition with the City of Harrisburg.



AUXILIARISTS GUESTS OF USCGC SASSAFRAS

Through the efforts of Commander Garrett and the courtesy of LCDR Muhlbauer, five Auxiliarists were welcomed aboard the SASSAFRAS on Saturday, 27 June 1964 at Cape May, New Jersey Coast Guard Base.

At 0600 we were on our way out to sea. The sunrise was beautiful, the sea was calm and the breeze off the ocean was very refreshing.

We were within sight of land most of the time and the trip around Cape May Point was really an experience.

Our ship entered Delaware Bay 0730 and we were invited down to breakfast. At 0830 we were escorted to the bridge by LT Stewart. LCDR Muhlbauer gave us a lesson in navigation by radar and also explained how they used the other modern equipment in navigating the ship.

After this we were taken on a tour of the ship from chain locker to steerage. This was very informative. We learned many things we never knew before.

Binoculars were available and we were able to see both the Delaware and New Jersey shore lines from the flying bridge.

As the Bay narrowed and we entered the Delaware River, we began to recognize familiar landmarks. This

brought back memories of past trips up the river in small craft.

We arrived at the entrance to the Delaware and Chesapeake Canal at 1200 hours. This was a new experience looking down from the ship rather than looking up from the deck of a small boat. We were met and saluted by several Coast Guard Auxiliary vessels as we entered the Canal.

At 1230 a wonderful dinner was served, filet mignon with baked potato and string beans, topped off with dessert, coffee and milk. A real seaman's meal.

Then back on deck to take in the sights of the Chesapeake Bay.

About half way down the Chesapeake to Curtis Bay, we dropped anchor and LCDR Muhlbauer surprised us with a man overboard drill. Believe me this crew was really on the ball, very efficient.

After the drill all hands went swimming. The water was very refreshing.

Then up anchor and on our way again. We could see storm clouds dead ahead and we ran into a terrific rain storm. The rain and wind forced us below.

At 1745 we were approaching our destination at Cur-

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tis Bay. So after 12 hours of sightseeing from a different angle and *Red Carpet* treatment from the Officers and crew of the SASSAFRAS, we tied up at the Base. As if this wasn't enough LCDR Mihlbauer arranged with the officer of the day to furnish us with transportation to the Bus Terminal in Baltimore, Maryland.

Many, many thanks to Commander Dan Garrett for making this possible and LCDR John Mihlbauer and the officers and crew of the SASSAFRAS for their hospitality from Mike Wilson and Jack Blanchard of Flotilla 53 and Bill Curriden, Bob Morris and Bill Yungst of Flotilla 25.

EDITOR'S NOTE: Recent information has been received that LCDR John Mihlbauer will be relieved in August by another good friend of the Auxiliary from Gloucester Base—LCDR Bob Hanson.

ASSIGNMENT OF THE SASSAFRAS

The CGC SASSAFRAS (WAGL-401) is classed as a 180-foot buoy tender and has been assigned permanent station at Cape May, New Jersey. From that point, operations on the Atlantic Coast will be carried out as directed by the Commander, Third Coast Guard District, whose office is located at New York, New York, or by such other commands as shall be designated by proper authority.

SCOPE OF OPERATIONS

In general the scope of operations for this vessel consist of:

(a) Rendering assistance to personnel, vessels, and property endangered upon the waters of the Atlantic Ocean.

(b) Icebreaking operations in such areas as Delaware Bay, Delaware River, Chesapeake and Delaware Canal and Hudson River.

(c) Setting, removing, maintaining and checking seventy-six buoys from Barnegat, New Jersey 67 miles north of Cape May to Jackspot Lighted Whistle Buoy 2JS 20 miles southeast of Ocean City, Maryland. In the Delaware Bay to Delaware Main Channel Lighted Bell Buoy 32 three and one-half miles north of Elbow of Cross Ledge Light.

(d) Providing potable water to Delaware, Five Fathom Bank and Barnegat Light Vessels and Harbor of Refuge, Fourteen Foot Bank and Miah Maull Light Stations.

GENERAL INFORMATION

Launched	5 October 1943
Commissioned	23 May 1944
Home Port	Cape May, New Jersey
Length Overall	180 Feet
Displacement, Load (12' Draft)	1025 Tons
Designed maximum speed	13 Knots
Draft	14 Feet
Main Motor	1200 Horsepower

DIVISION V CAPTAIN'S REPORT

An Initiation Dinner for new members was held 9 June 1964 at the Hanover B.P.O. Elks with presentation of certificates and address by Cdr. D. J. Garrett—DIRAUX.

A Flotilla rendezvous was held 21 June 1964 at Bodkins Creek with trailered outboard runabouts and in-

board cruisers. All boats met at the Ventnor Yacht Club prior to proceeding to Bodkin's Point.

Flotilla 57, Sunbury, Pennsylvania, Division V's newest Flotilla, received written and public acclaim for assistance rendered during the spring flood emergency in Lewisburg, Pennsylvania—approximately one month prior to their Chartering.

Flotilla 57, Sunbury, Pennsylvania was Chartered 11 April 1964 with Cdr. D. J. Garrett-DIRAUX, William Garry-CO, Paul E. Henninger, Sr.-DCP, and Ward Donohue-VCP participating.

M. L. Hartmann, commander of Flotilla 59, Williamsport, Pennsylvania announced that they have been honored by the American Legion Post 104, Montoursville, Pennsylvania. The Legion Post presented to the Flotilla an American Ensign, which they are proudly displaying at all meetings and functions of the Flotilla.

A Training Committee has been formed under the guidance of Edgar S. Long-DTO. The committee is composed of the Training Officers and Instructors in the Division.

The aims of the committee are to improve the quality of the instruction at the Flotilla level and to act as a sounding board for the various problems which always arise for new instructors during the training courses.

Interest has been high and each session has provoked lively discussions. While no immediate results are expected, it is felt the long run improvements in instruction will result in larger attendance at our Flotilla PIC courses.

All Flotilla of Division V will man CME booths during National Safe Boating Week.

Paul E. Henninger, Sr. - DCP V.

PEA PATCH JETTY VIEWERS GET ACTION

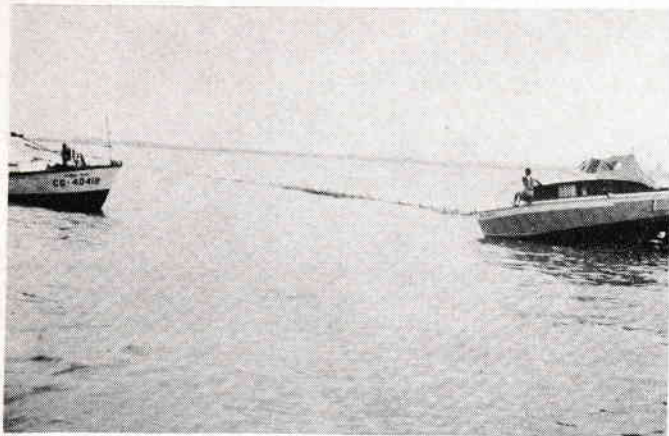
On Tuesday, 7 July 1964, a team of four Division I Auxiliarists, Gus Carucci (11), Bill Sparks (17), Bill Farren (11) and Andy Assimos (15) were aboard the 20 ft. "SCOTCH AND SODA," owned by Gus Carucci. The purpose of this cruise was to take a series of photographs of the Pea Patch Island Jetty off New Castle, Delaware to be used in a special course which was given in Wilmington. This course was to teach boatman exactly where the jetty is located and how to avoid it by proper chart reading. This jetty has been the scene of many accidents including a drowning this year.

While the pictures were being taken, the boat "LAD," out of Philadelphia, attempted to cross the jetty, still under water. The "SCOTCH AND SODA" rushed to the scene and offered assistance. A Coast Guard cutter had previously been called, and the owner decided he would wait its arrival. When the cutter arrived the tide had dropped so that the cutter was unable to move in. The "SCOTCH AND SODA" delivered the "Assumption of Risk" forms to be signed by the owner, and then took the line from the cutter to the "LAD." The cutter pulled the boat off the jetty and the "SCOTCH AND SODA" then led them to the nearest Marina.

Unfortunately, the boat lost its rudder, screw and shaft in the process. The Auxiliarists feel certain that no more damage than a small hole would have resulted

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PEA PATCH JETTY DESERVES BOATERS' CAUTION



The Coast Guard tows the LAD off of the Jetty. (Photo by Bill Sparks, Flotilla 17).



PEA PATCH JETTY—The LAD "High and Dry" on the Jetty. (Photo by Bill Sparks, Flotilla 17).

Continued From Page 17

if the owner had allowed the "SCOTCH AND SODA" to back them off when they arrived. However, the boat was saved and another "well done" job goes to the four Auxiliarists in Division I.

During 1930-1931 the Army Corps of Engineers erected a stone jetty along the west side of the Delaware River Ship Channel extending 3.2 miles north from Pea Patch Island to a point opposite New Castle, Delaware. The purpose of this jetty was to increase current flow in the ship channel and so prevent the shoaling that had previously required frequent dredging in the area. In order to prevent the accumulation of ice, driftwood, and other floating debris the jetty was designed to be submerged at high tide. Five flashing green lights, on steel towers, were installed along the length of the jetty, with one on the northern tip, to mark the obstruction. The greatest distance between lights is eight-tenths of a mile.

Since the jetty is submerged at high tide it is shown in dotted lines on C & GS Chart #294. No breaks in the jetty are shown on the chart.

Over the years, portions of the jetty have deteriorated to the extent that there are now breaks that do not uncover except at times of very low tides. Only one of these breaks, the one at the South light, is deep enough for the safe passage of small boats. This is known to local boatmen but it not evident from the chart.

Over the years, the Pea Patch jetty has become the small boat graveyard of the Delaware River. Four sinkings, with the loss of one life, have already occurred this boating season and without question there will be others before ice returns to the river. Small boat traffic through the area has grown at a tremendous rate in recent years as has commercial traffic. Commercial traffic has not only grown in volume but the size, and resulting wakes, of these vessels has increased greatly. The ore carriers and super-tankers that traverse these waters can be real trouble to the skipper of a small boat who finds himself passing one in the main channel.

Here lies the danger of Pea Patch jetty! In the some nineteen groundings on the jetty during the past three years, the skippers of these craft have invariably been people with little or no boating knowledge or experience. In most cases, no charts of the area have been on board and it is doubtful if they could have been correctly interpreted even if they had been available.

Picture a typical situation. The skipper of a sixteen foot outboard runabout, in route from Wilmington to the Chesapeake and Delaware Canal, finds himself in the narrow section of the ship channel with a super-tanker approaching, throwing a fearsome wake. He sees the calm waters beyond the jetty and he turns and runs for it. Through a nearby gap in the jetty seems an easy out except the depth of water in the gap is a scant twelve inches. Granite blocks are far from soft! If he is lucky he will ruin the lower unit of his engine. It is more probable that he will hole his boat and sink on the spot! Obviously, the tanker is not aware of the situation and could do little or nothing about it if they were.

There has scarcely been a fatality on the jetty in recent years that a one dollar investment in a chart and a half hour of instruction in how to read it would not have prevented! In not one of these accidents was it reported that the operator had previously attended any type of boating instruction course!

These accidents make a very strong case for an increased effort to reach the hoard of new inexperienced boatmen who are plying our waters. The CME program gives us some access to these people but PIC is the answer if we can reach them and make them realize how essential boating knowledge is to safety. How many lives have been saved by CME and PIC? Fortunately, we will never know!

PENNSYLVANIA REGULATIONS CITED

The Pennsylvania Motorboat Law and implementing regulations contain requirements for placing a validation sticker at least three inches behind the last letter of the suffix on the same line with the number awarded. Because of insufficient instruction on how these stickers are to be displayed, many boatmen are not placing them on their boats in accordance with the exacting requirements of the state law. The State of Pennsylvania has requested that the Coast Guard Auxiliary not deny the issuance of a CME decal on the basis of improper display of the validation sticker, provided it is displayed in a relative position behind the last letter of the suffix or in that general area and is not so close to the suffix that it obstructs legibility of the number at a distance of 50 feet.

FLY YOUR ENSIGN

(THE OFFICIAL COAST GUARD AUXILIARY MARCH)

Authorized by the Coast Guard Auxiliary
National Board

Words & Music by

Capt. JOSEPH J. DREXLER

Div. VI, 3rd Dist. (N.A.)

U.S.C.G. Auxiliary

SPIRITED MARCH TEMPO

Chorus: Eb

We are the Coast Guard Aux-il-ia-ry Let's weigh the an-chor, set the

course and off to sea..... We are the Coast Guard Aux-il-ia-ry..... To pro-

mote safe boat-ing is our pol-i-cy.... Tell each com-man-der and com-mo-dore...

... That he can count on us from ev'-ry ship and shore.... So FLY YOUR EN--SIGN

proud-ly in the breeze, Stead-y, read-y in all e-mer-gen-cies... The Coast Guard

stands for safe-ty on the seas. We are the Coast Guard Aux-il-ia-ry. Pat- Aux-il-ia-ry

(INTERLUDE) -rols are out in weath---er calm or storm---y as can be....

..... We give first aid and lend a hand to dis---tressed

boats at sea..... We teach and ed---u---cate, And we dem-on-

strate safe---ty and pro---tect---ion..... De---cals are giv---en

free By an Aux---il---ia---ry "C. M. E.".... When boats pass ex--am--in-

a-tion... So stand up and cheer... The Aux-il-ia-ry's here! We are the



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Director USCG Auxiliary
Third CG District So. Area
Room 804 Custom House
2nd & Chestnut Sts.
Philadelphia 6, Pa.

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FEES PAID
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AFTER THOUGHTS

from the Publications Officer

THE COVER—Our Rear Commodore Larry Huth has received national recognition for his many years of service to the Auxiliary. He was appointed National Education Research Officer by NACO Weinberg. Larry is a naturally shy individual and the only picture we could find of him was the one appearing on the cover. It is appropriate, because he is being congratulated by Admiral Ross for a previous job well done.

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BETTER LATE THAN NEVER—After refilling our tranquilizer prescription several times, and having appeased our ulcers, we finally were able to prepare this issue of TOPSIDE. We ask your understanding of our problems. If you submitted an article that didn't appear, we apologize. If you didn't submit an article that should have appeared, we ask your cooperation in future issues.

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WELCOME—We join in welcoming RADM Harding and CAPT. Helmer to the Third Coast Guard District. Of course, LCDR. Ard will get better acquainted with all of us in short order.