

# TOPSIDE



SPRING ISSUE

VOL. I

MARCH 1962





Bliss Woodward

## From the Bridge

As National Commodore I would like to extend congratulations to Commodore Nunemaker and his editorial staff on the new publishing program for an enlarged *TOPSIDE*. We sincerely hope that the new quarterly schedule will regularly bring important information to all members of the 3rd District (Southern Area) Coast Guard Auxiliary.

On a national level I would like to draw to your attention the new, revised Outboard Motorboat Handling text which has been expanded by 50% in size and is now produced in two colors. You will find it quite comprehensive and a great improvement over the previous text. Completely revised Lesson Plans for the Outboard Course and also the Basic Seamanship Course are now being distributed to all districts as ordered.

Within the next two weeks, the Auxiliary's own specially written First Aid Manual will be off the press and ready for distribution. This Manual has been created specially for boatmen and is indexed for speedy reference and instant guidance.

The National Board has authorized an official Auxiliary Song (composed by J. J. Drexler, 3CGD (NA) which has been approved by the Commandant. It is hoped that the Auxiliary Song will be used on every occasion possible connected with Auxiliary activities.

The National Board has also authorized the adoption of an Auxiliary Ring design for those Auxiliarists who desire to wear one. The ring and its design will be detailed in the forthcoming Standing Rules to be approved by the National Board at the Conference in Seattle.

I wish to extend a most cordial invitation to each member of the Third District Coast Guard Auxiliary, Southern Area, to attend the National Conference in Seattle, Washington from 2 May through 6 May, 1962. The opportunity to witness the workings of your National Board, attend important Panel Discussions, be a part of elaborate Conference entertainment programs and to attend a World's Fair, all in one, represent an occasion that cannot be repeated for many years. I hope I will have the chance to greet many of you in Seattle next May, in person.

BLISS WOODWARD  
National Commodore  
U. S. Coast Guard Auxiliary



### TOPSIDE

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Charles J. Ribsam, Jr.....*Publications Officer*

## FLOTILLA 42 CAPTURES BIG PRIZE

FLOTILLA 42, Essington, Pa., was declared winner in the Past Commodores Trophy competition for 1961. Past Commodore, Roy Hager made the award to Commander Charles Niessen and Past Commander Fred Marklin.

The Past Commodores Trophy is awarded to the Flotilla amassing the greatest number of points in the annual competition. Points are awarded for all phases of Auxiliary activity on a scale determined by District Board. The winner is considered the best all around flotilla in the district. Flotilla 42 won by a narrow margin over a perennial challenger and former winner Flotilla 38 of New Jersey. Flotilla 38 was winner two years ago and runner up to Flotilla 25 in 1960.



Commodore Roy Hager Presents Past Commodores Trophy to Past Commodore Fred Marklin (center) and Commander Charles Niessen.

Flotilla 42, one of the original units of this district, has a long history of leadership in the Auxiliary affairs. It was an originator of the current concept in public instruction. In recent years the unit was surpassed by many newer flotillas. Under the guidance of Fred Marklin and the assistance of an enthusiastic membership such as Charles Niessen and Clifford Miller, the top Courtesy Examiner in the District, the resurgence of 42 reached a climax in the capture of the Past Commodores Trophy.

The award is a perpetual trophy and is placed in competition each year. If a flotilla wins the prize for three consecutive years the trophy is retired. This last happened when Flotilla 11, of Wilmington won the award.

As a permanent memento the flotilla receives a plaque to commemorate its victory.

Flotilla 57, of Allentown finished in third place.

## Activity Week Planned

The Eighth Annual Activity Week program was announced for the fourth week of July this year (1962). For four days selected high school students will visit the Coast Guard Academy in New London, Conn., and participate in a program designed to better acquaint them with the functioning of the Academy and the Coast Guard. Each Auxiliary Division may select one candidate for this activity.

It is highly desirable that the young men selected meet the following criteria:

(a) Be in the 10th or 11th grade in the school year 1961-1962, stand in the top quarter of their high school class, and expect to obtain the academic credits necessary to participate in the competitive examinations in February 1963 or 1964.

(b) Be not over 18 years of age.

(c) Have the potential of qualifying as candidates for cadetship from a mental, physical and moral viewpoint. (In this respect, the student should have not less than 20/30 vision, correctable to 20/20).

Specific instructions will be mailed to the responsible officers in the near future. The deadline for making selections known to the Director will be 1 June 1962.

## Admiral Ross District Commander

Rear Admiral Richard M. Ross, USCG, was announced as the new Commander, 3rd Coast Guard District, succeeding Admiral E. J. Roland. Admiral Ross, a native of Addison, Pa., attended Washington and Jefferson College before entering the Coast Guard Academy. He graduated from the Academy in 1929. He is currently assigned as Commander 14th Coast Guard District, Honolulu. He is expected to assume his new duties approximately 1 April.



## Guest Speakers Capture Conference

### *Captains Smenton & Baxter, NACO Woodward Heard*

Captain Peter J. Smenton, Chief of Operations, Third Coast Guard District, represented Captain James Craik, acting District Commander at the Annual Conference. Captain Richard Baxter, Chief Director of the Auxiliary, and National Commodore Bliss Woodward also addressed the assembly.

Captain Smenton reminded the Auxiliarists that the office of Operations at the District in New York is their actual boss. In carrying out the programs of Courtesy Motorboat Examinations, Regatta and Safety Patrols, etc., the Auxiliarists are assisting the Coast Guard in the operational functions of the service. As well as boatmen aiding boatmen, you are boatmen aiding the Coast Guard. He expressed the thanks of the District Commander and of the Operations Division for the efforts of the Auxiliary members in these areas.

### *NACO Announces Liaison with Power Squadron*

National Commodore Bliss Woodward announced that in order to assure closer cooperation with the U.S. Power Squadrons, each organization is appointing a liaison officer to serve as an observer with the national board of their sister organization. Past Division Captain Murray Weiner of New York has been appointed to act in this capacity for the Auxiliary. Past District Commander Leland Sinclair of Baltimore will act for the Power Squadrons. Woodward announced that he felt the compatible nature of the goals of both these national organizations required that closer contact and cooperation be established between the elected officials.

Woodward also noted that the Auxiliary has passed its 22nd birthday. It has reached the age of maturity. The feeling of responsibility to the Coast Guard and to the boating public must be reawakened in the members. We must be certain that complacency is avoided. NACO cautioned that the Auxiliarists must act like "professionals" in the areas the organization encompasses.

### *Captain Baxter Scores Need for Lateral Communication*

The Chief Director of the Auxiliary, Capt. Richard Baxter stressed the need for mutual understanding within the organization. Not only on a local level, the value of lateral communications can be of immeasurable value to the organization on higher, even on national levels. He stressed the need for keeping others informed and for passing the word along. New forms, new methods of processing data have been introduced to make this process of lateral communication easier and more fruitful.

In another vein, Captain Baxter examined the possibility of breaking up the Auxop program into component parts and giving some form of recognition for these accomplishments. He indicated that this was under consideration. There would be benefit to the members from taking each of the components comprising the Operational Member Qualification Course. This is of great concern to everyone.

## CAPTAIN PETER J. SMENTON CHIEF OF OPERATIONS



Captain Peter J. Smenton graduated from the Coast Guard Academy in 1933. He served on a variety of ships in the Boston area before being assigned to the CGC Spencer in Cordova, Alaska. In 1939 the Spencer was assigned to "Neutrality Patrol" and her new home port was New York.

Captain Smenton made two cruises to Greenland waters on board the CGC Northland, during the initial U.S. operations in that area in 1940-41. He served on board the troop transport USS Admiral Eberle and later on board CGC Northwind during Operation Nanook I, and later Operation Highjump.

Recently he served as Commanding Officer of the Coast Guard icebreaker Westwind and as head of the Department of Professional Studies at the Coast Guard Academy. He reported to his present assignment last summer.



Lt. Comdr. Cassidy

## NEWS N' VIEWS

### RESPONSIBILITY A TWO EDGED SWORD

Much has been said of responsibility, in conversations and writings, discussions and reports that I have experienced and examined in the time I have served as your Director. Most of these comments have dealt with the responsibility of myself, as representative of the Coast Guard, to assist you in carrying out the programs of the organization. This responsibility is undeniable and even catalogued in the Auxiliary Manual.

I hear, more and more often, the comment that if the Coast Guard wants the Auxiliary to do the things it does, then it should do more to support them. The Coast Guard should provide equipment, underwrite expenses, etc. To understand the relationship it is necessary to reexamine the concept under which the Auxiliary originated.

Briefly, the Auxiliary was formed with the idea that the organization of boatmen would provide a measure of assistance to the Coast Guard, not vice-versa. This still represents the circumstances under which we are organized. Lately, a desire to do more and to expand the activities of the Auxiliary, has created, among some well meaning and dedicated members, a feeling that the Coast Guard is "letting them down." It is not a matter of "letting anyone down," it is merely that such support is not within the concept of the organization.

I mentioned in the title that there is another area in which responsibility operates. That is the responsibility of the members to their own organization. At the Conference, the attendance was less than overwhelming. Not that the presence of a majority of the membership was expected, but the fact that there were many flotillas that had no representation at all, seems to bode a lack of cooperation with the components of the organization, indeed a lack of responsibility on the part of elected officers.



Como Nunemaker

## STARS & STRIPES

In this, our first issue of the revised form of *TOPSIDE*, I would like to express my thanks to those who made it possible. Without the ideas and untiring efforts of Chuck Ribsam, Walt Smith, and Ed Cassidy, this publication would have remained only a gleam in Roy Hagers' eye.

We are dedicating these efforts to the membership with the hope that *TOPSIDE* will be read from cover to cover every issue by every one of you. We hope you will chuckle at its humor and benefit from its words of advice. Above all, read the featured columns of your officers, and learn what they are doing to make the Auxiliary the strong right arm of the United States Coast Guard.

Do you know who Harold Haney is? Horace Oliver? Bob Morris? Bill McClay? Bliss Woodward? You will if you are interested enough in the Auxiliary to read their columns. By the end of the year you should know these men as well as you know your Flotilla Commander. Each of them are attending many meetings a month, and devoting countless hours of their time to furthering the area to which he has been assigned. They will welcome your suggestions and help.

Just a few words about the Winter Conference covered in detail elsewhere in this issue. As expected, the facilities provided by the Marriott Motor Hotel were superior to anything we have ever experienced. The excellent service and cooperation of the Hotel personnel enabled us to move through our schedule of events without a hitch.

The lunch and liquid refreshments were terrific, and the evening at the Kona Kai will be remembered by all who attended for years to come. If you haven't seen the Coast Guard Auxiliary hacking its way through a Luau with the aid of fingers and chop sticks, you just haven't lived. Incidentally, the rumor that there are still three Auxiliarists washing dishes in the kitchen has been vehemently denied by the Marriott management.

Until next month, keep 'em sailing—safely!

## DIVISION I

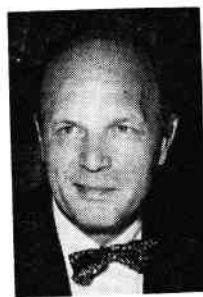


Bill Wall

The first order of business in division I is to revitalize the Courtesy Motorboat Examination Program for 1962. The Division currently has fifty qualified Inspector-Examiners with thirty-five additional that require requalification for 1962. With some thirty new members in training we should open the season with over a hundred men in the field. Member training on AUXOPS, qualification for Motorboat Operators License and marine radio procedures is in progress within several flotillas with more to follow.

Operational plans have been formulated to include SAR and communication drills, twilight patrols and day long safety patrols on week-ends and holidays both on the Delaware River and upper Chesapeake Bay.

## DIVISION II



Chris. Brenneman

The First Aid program was well attended by division members, an actual demonstration of mouth-to-mouth resuscitation was performed by the instructor.

Division Staff Officers have an operational program that will embrace the Schuylkill and the Delaware river north from the Benjamin Franklin Bridge. Emphasis on regatta patrols, safe boating promotions and C.M.E. activity. Division Staff Officers will work to coordinate inspections, communications and operational activities. This program can best be visualized by a few statistics. From the Benjamin Franklin Bridge north on the Delaware River there are 14 yacht clubs and six major marinas in the Division II area alone. These 20 dockage points represent approximately 800 boats that will need examinations.

A publicity campaign informational poster will be distributed to yacht clubs and marinas.



Ed Tice

Flotilla 38 of Salem, N. J. has set an excellent example for well-rounded activity, including P.I.C. and member-training courses, C. M. E., Activity Week, Safe Boating Week, S.A.R. and Safety Patrol. In 1960 a girl Scout Mariner group was activated at the behest of its leader, Mrs. Gladys Wescott and her husband, Bob, of Pennsville. Upon approval of the National Girl Scout Council the local council applied for a Navy-excess boat free and were notified that the 26' whaleboat with diesel engine awaited them at the Philadelphia Navy Yard. Care is being taken in overhauling it and it will meet C. G. requirements when launched. Our work with this group has been a rewarding experience. I heartily recommend it to any flotilla. Flotilla 38 will assist them with operating training this summer. We are not obligated with the financing or administration of this Girl Scout Mariner Group.

## DIVISION IV



C. Smith, Sr.

Flotilla 42, now winding up two P.I. courses, is negotiating for two more 8 lesson courses to be presented in the Spring. A summer rendezvous is being planned for July 28 at Bohemia Yacht and Country Club.

The Baltimore Yacht Club has been selected as the site for Flotilla 43's rendezvous on June 2 and 3.

Flotilla 46 is continuing the development of the magnetic training board. The board has proved successful for five of the eight lesson lectures. A graduation program is contemplated at the conclusion of the course at Springfield High School.

Flotilla 47 is directing three P.I.C.'s simultaneously. Upon the completion of these classes, a six-week advanced course in piloting will be offered to the graduates. The course, written by Wm. R. Hunn, Jr. has been approved for use by the Director's office.

Flotilla 48 anticipates an interesting evening when the Mid-Atlantic Underwater Council points out ways that skin divers can work with the Auxiliary.





Bob Miller

## DIVISION V

The Fifth Division is concentrating on developing a closer relationship between flotillas and Division Board members.

To further coordinate flotilla activities, the division has planned two weekends afloat, the first to be held at Weldwood Yacht Club on the Northeast River June 23 and 24, and a wind-up weekend September 15 and 16 at Baltimore Yacht Club on Middle River. A predicted log race will be held at the Baltimore Club, the winner to be presented the division award.

Hanover Flotilla 56 members are to be congratulated upon completion of the AUXOP training course.

Flotilla 57 in Allentown, has developed new instruction material which has surpassed all expectations in efficiently training provisional members.

## DIVISION VI

*George Bennett*

The renewal on the educational and training program has brought forth new interest throughout our division. All flotillas are actively participating in at least one phase of this never ending task of educating and instructing the boating public and our own membership.

Flotilla 61 is not only directing a P.I.C. of its own, but also backing up 66 in its first effort in public instruction. In addition, monthly and bi-monthly training sessions are scheduled for the instruction of members in weather characteristics, motor maintenance and the use of electronic equipment in boating.

Flotilla 63 in addition to a P.I.C. is giving weekly instruction in navigation, piloting and seamanship.

Flotilla 64 is concentrating on radio communications.

Flotilla 65 is stressing provisional training and their P.I.C. course.

Flotilla 66, newest Division member is in membership training and has started its first P.I.C. with the assistance of Flotilla 61.

All flotillas hope to use this training for a predicted log race in June.



Ernest Friday

## DIVISION VII

A series of summer evening programs to be held at docksides has been formulated by DTO Dilks. An open forum on safe boating practices and courtesy motorboat examinations will follow. Selected areas include Forked River, Long Beach Island, Beach Haven West, Tuckerton and Bass River.

Plans are in progress for the expansion of twilight patrols.

Flotilla 72 has sponsored a Sea Explorer Ship, #18, under the supervision of FC Southwick.

FC Schoenwetter of Flotilla #74 plans to form a ship for the youth of Beach Haven.

FC Deane of Flotilla 73 plans to establish permanent headquarters by purchasing a building in Tuckerton, N. J.

FC Faulks of Flotilla 75 has announced special training sessions, to be held after the monthly meetings.

## DIVISION VIII

The first Public Instruction Course ever given in Cape May County has been recently completed.

Another course is now in progress, public interest and enthusiasm are high. A series of educational programs are being planned to maintain this interest.



John Dempster

Arrangements have been made at the Coast Guard Receiving Station, Cape May for a navigation class to be held there and is eagerly anticipated by Division members.

We are now in the midst of forming a new flotilla and with the cooperation of all members concerned we know it won't be long before they will be on their own and eventually helping out to start other flotillas.

Members are now being given provisional training and instruction in courtesy motorboat examination procedure.

## FLORENCE V

In 1934, the late Wm. J. McCahan, III commissioned the Mathis Ship Yard in Camden, N. J., to build a yacht. The yacht was to be 79 feet 9 inches in length overall, 16 feet 8 inches in the beam, having a draft of 5 feet 10 inches. The vessel was to be oak and mahogany throughout with teak decks.

Immediately after Pearl Harbor in 1941, McCahan offered the Florence to the U.S. Navy, who used it for patrolling from 1941 to 1942. It was then assigned to the U.S. Coast Guard Base at Cape May for patrol, where it was used until 1943.

In 1943 the Florence was sent to Pier 181 in Port Richmond for patrol by Auxiliary members. Seven different crews maintained watch and patrolled the Delaware from Trenton to Pigeon Point every 24 hours.

In 1944 the Florence V was returned to the Auxiliary by Bill McCahan, and the Florence V. Foundation Inc. was established.

For the next three years free cruises were given to auxiliary members of the 3rd C. G. District (SA) in recognition of their service during the war. These cruises were paid for by companies with waterfront operations in appreciation for the work of Auxiliarists.

At present, there are 36 men on the Florence V working staff and 10 licensed captains. Four past commodores and one past division captain make up the foundation board of trustees.

The Florence V has cruised more than 50,000 miles between Cape Hatteras and Buzzards Bay. Each year she averages six to ten assists.

One of the most memorable assists was made off Betterton, Md., when four adults and two children were sighted clinging to a capsized outboard powered rowboat.

On another occasion the Florence cooperated with the U.S. Coast Guard at Thomas Point Light near Baltimore. The U.S. Coast Guard radioed to the Florence that a boat was adrift in heavy seas near the lighthouse. Three other small boats had attempted to tow the disabled boat unsuccessfully. The rough water had loosened gas tank scale which clogged the carburetor, and the boat owner was unable to keep the engine running.

The Florence left Annapolis on the rescue mission. The disabled boat was sighted immediately. Proceeding at slow speed with the boat in tow, Florence made Annapolis. The owner and his wife were suffering from seasickness. The following morning the motor mechanic removed the gas tanks and cleaned the scale.

For details and dates about chartering the Florence, contact the scheduling officer, H. Earl Huston, Montgomery Avenue and Upper Gulph Road, Radnor, Pa., Telephone LA 5-2871.



NACO Woodward Makes Presentation to Flotilla Commander Larry Huth.

## Allentown Wins Training Aids

Flotilla 57, Allentown, Pa., was judged the winner in Training Aids developed and exhibited at the Annual Conference. They narrowly edged out Flotilla 46, of Upper Darby for the top award.

The Allentown display was far ranging and encompassed ten individual displays all pointed to use in the membership qualification course. Items displayed included Aids to Navigation, lights required by law, Marlinspike Seamanship, Navigation and Piloting, Communication, etc.

Flotilla 46 displayed a magnetic board upon which aids to navigation could be displayed, and components of a boat could be demonstrated. These two features were displayed but the wider application of this type aid was readily apparent.

Eight flotillas exhibited aids. Each will receive a plaque commemorating their participation. They were:

- Flotilla 11, Wilmington
- Flotilla 25, Haddonfield
- Flotilla 42, Essington
- Flotilla 46, Upper Darby
- Flotilla 47, Marcus Hook
- Flotilla 48, Ridley Township
- Flotilla 57, Allentown
- Flotilla 61, Trenton.



## DRIFTWOOD

*By Paul Cox F 34*

### THE WILLIAMSON TURN

The Williamson Turn described below taken from Knight's Modern Seamanship is a maneuver used by vessels in case of a man overboard.

It could be invaluable to our facilities in rescue operations. In order to learn the procedure and how your particular vessel reacts it should be practiced with a floating object whenever you have an opportunity.

"Put rudder over with full rudder towards the side from which man fell overboard (if known).

When ship's head has changed 60 degrees to 90 degrees (varies for type of ship), shift the rudder and turn to the reciprocal of the original course.

Speed may be increased as appropriate. This method is relatively slow, and in poor visibility there is always the chance of losing sight of the man. However, it is an excellent maneuver to insure getting back on an original track if the exact time the man went overboard is unknown or doubtful. It is also recommended for use in low visibility."

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## "TOPSIDE"

How do you like your new publication? Have you advanced any material for it; Was your name or Flotilla mentioned? Please forward all material to your "TOPSIDE" Editor. With your information we can both do a better job.

## SUMMER RENDEZVOUS

*by John McIntosh*

Plans have been made for the Third Coast Guard (SA) Auxiliary to return to the North East Yacht Club, North East, Md., for the 1962 Summer Rendezvous. The date for this event has been set as the first weekend in August. August 3, 4, and 5. Many details remain to be worked out before the complete plan can be published.

This early announcement is for the benefit of our many members who have to schedule their vacations early in the year. Some may wish to take in the Rendezvous on their vacation cruise. Those of the members who attended last years affair at North East will remember the excellent facilities made available to us and the bang-up week-end we all enjoyed. This years event holds forth the same promise.

The date has been set early enough for you to make plans to attend. Come by car or come by boat. Include the Rendezvous in your vacation, or hold a Flotilla Cruise. There are many possibilities for making this enjoyable. One idea under serious consideration is the possibility of a cruise that would end up at the Rendezvous. Your comments on this idea would be welcome.

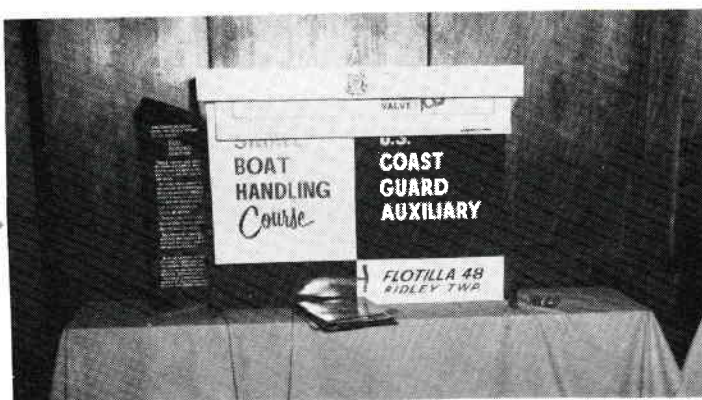
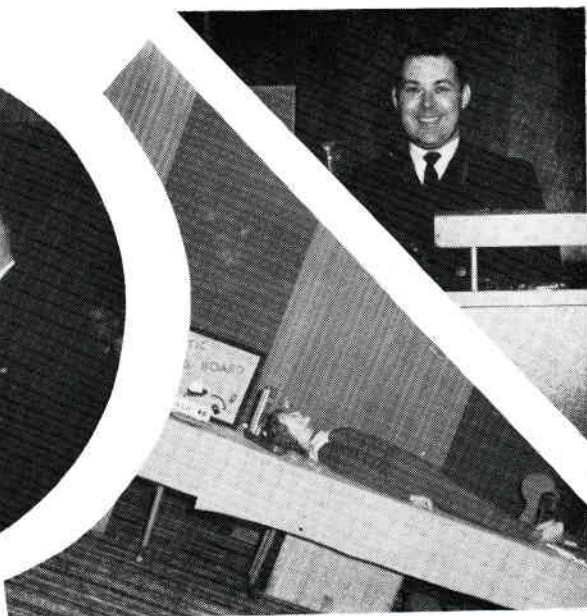
Plan now to set your course for the North East Yacht Club for the week-end of 3, 4, and 5 August.



Coast Guard Receiving Center Commanding Officer Captain William D. Shields administers oath of office to three Coast Guard Auxiliary Division VIII Officers. They are, left to right: Training Officer Arthur Nissen, North Wildwood, Vice-Captain, Robert Welsh, Cape May, and Captain John Dempster of Wildwood Crest. Captain Shields has recently been appointed Rear Admiral and is assigned as District Commander 17th CGD, Alaska.

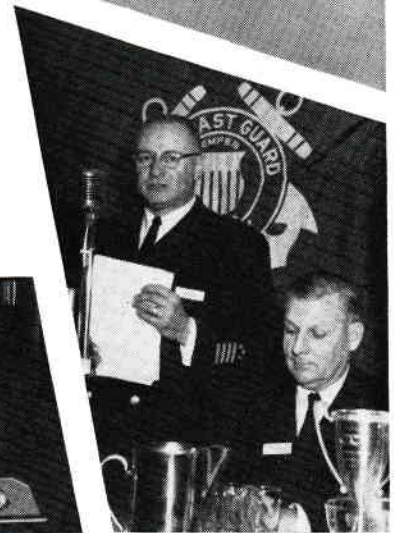
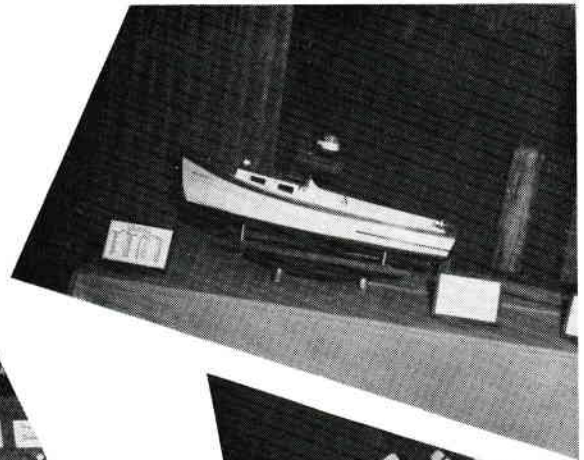


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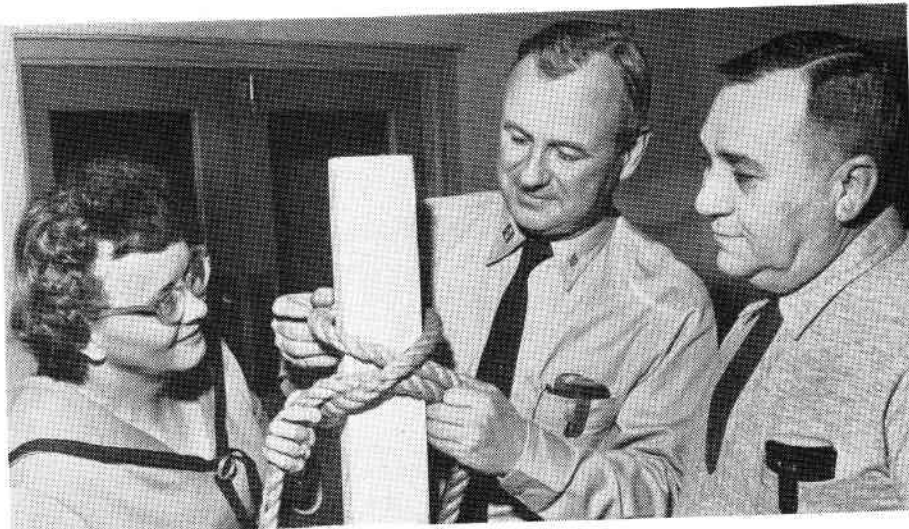




## M O S A I C S 1 9 6 2







#### FLOTILLA 61 PIC

Mr. and Mrs. Charles E. Smith get pointers on hitches from instructor A. D. Hoxie. Lower Left—Arthur A. Ashbaugh instructs William Kohler in use of fire extinguishers. Story and pictures credit of Trenton Times, Trenton, N. J. and Mr. Mark N. Finston.

## Shelters on the Water

"When the Bomb falls," read a recent city classified advertisement offering to sell a cabin cruiser, "climb aboard and sail away." This is not so dreadfully ludicrous as it sounds. Americans own some 470,000 covered boats more than sixteen feet long, and according to a study made for the OCDM by Technical Operations, Inc., these provide potential fall-out shelter for anywhere between two million people. It is now known that fallout particles disperse rapidly and uniformly in water; and in water that is deep and wide enough vessels can provide a shelter factor of at least 100 equal to a concrete-block basement shelter. Small craft could be particularly useful in places like the Gulf Coast, where basements are infrequent and underground shelters are not easily built.

## TEN COMMANDMENTS FOR BOAT OWNERS

1. Check your boat thoroughly and never leave your mooring until you have done so.
2. Never over-load your boat and at all times be especially careful about non-swimmers and children.
3. Carry a life preserver for every person on board.
4. Carry filled fire extinguishers, according to law.
5. Exercise extreme caution when filling fuel tanks—no smoking—turn off all fires and electric accessories—hold filling nozzle firmly against fill pipe (ground it)—wipe up spillage—thoroughly ventilate engine compartment and all enclosed spaces before restarting motors.
6. Observe carefully weather, wind, tide and current conditions before starting.
7. Keep to the right when meeting another boat and give the right of way to vessels approaching in your danger zone on the star-board (right) side.
8. Always be Courteous, Careful and Competent. Keep away from large vessels, which are not as maneuverable as smaller craft. Keep away from sail boats—small ones may be swamped by the wash from a power boat and large sailing yachts do not have the maneuverability of a power boat.
9. Never make a turn at high speed. Small craft can easily be and have been swamped by their own wash.
10. Approach dock or mooring against the wind or current, whichever is strongest.

This assumes, of course, that the vessels escape blast, fire, and tidal wave, and that people can get to them in time. Other conditions: the vessels must be stocked in advance with water, food, and medical supplies to bunk people for two weeks, and must be equipped with a pump and spray to wash away radioactive particles that will fall on the craft. Owners can take the chance of ducking out and washing off their boats with a hand hose, but it is safer to have sprinklers. To be sure of a safety factor of 100, both depth of water and distance from shore must be considered. The river, lake, or bay must be at least 10 feet deep and the vessel must be at least 750 feet off shore.



## New Distress Signal Equipment

Ships, fishing boats, tugs, and pleasure craft may be saved by the new Coast Guard alarm signal generator for the radio telephone distress frequency which was demonstrated to the public recently. The equipment, designed and built by Coast Guard engineers at the Coast Guard Electronics laboratory in Alexandria, Va., broadcasts an alarm signal to alert all stations listening on the Marine Radiotelephony distress frequency of 2182 kilocycles that a vessel is in serious trouble and distress message is about to follow, or that a person has been lost overboard and assistance is required. Upon hearing the signal, all stations are required to cease transmitting on the distress frequency so the message can be heard.

The distinctive sound of the alarm signal consists of two tones at 2200 and 1300 cycles per second. These correspond to C sharp three octaves above middle C, and E natural two octaves above middle C. The tones alternate four times each second. Once heard, they cannot be mistaken for anything else. Eventually the sound may be used to actuate automatic devices that will alert an operator when he is not listening on the distress frequency.

Anyone hearing the alarm signal while listening to the distress frequency, 2181 kcs., is requested to mail the following information to the Coast Guard in New York or San Francisco:

- (a) The listener's location
- (b) Readability of signal
- (c) Time and Date
- (d) Whether the signal silenced other traffic on 2182 kcs.
- (e) Any other information which might help determine the usefulness of the equipment.

## Flotilla 25 Wins Instruction Award

The Commodore Wm. Ross MacDonald Trophy for excellence in Public Instruction was captured by Flotilla 25, Haddonfield, N. J. The winners conducted six Basic Seaman-ship courses and awarded 205 certificates for successful completion of the course. In addition they held four one-lesson courses.

The award was made by Chief Director, Richard Baxter, and was received by John McCormick, the Immediate Past Commander of the Flotilla.

The trophy was originated by Past District Commodore Ross MacDonald (1954) to spur the development of the public instruction activity of the district.

## P.I.C. Idea Exchange

In an effort to add interest to the first lecture in the eight lesson course, Flotilla #46 has adopted the practice of using 35 mm. pictures of boats owned by the course instructors. This serves to further acquaint the public with their instructors, at the same time the various boat types found in the course booklet.

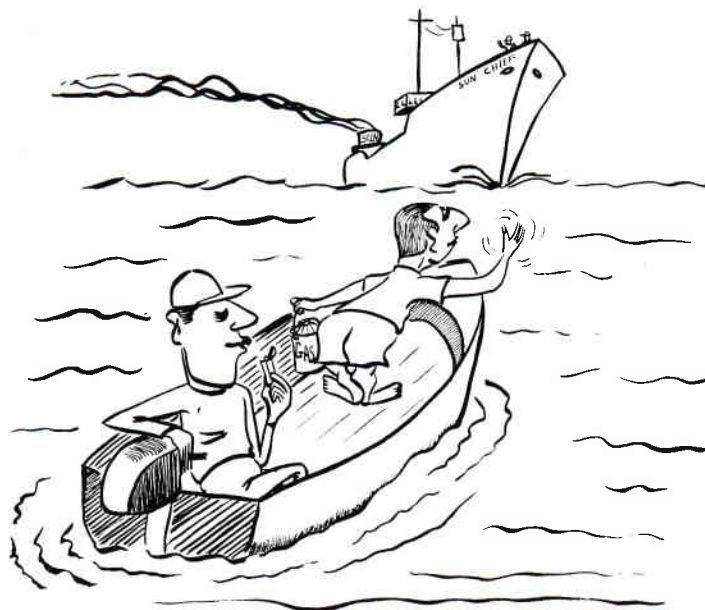
The addition of kit boats built by instructors also stimulates classroom interest of students presently engaged in building a kit.

The framework of the eight lesson course, allows the instructor to formulate and develop his own ideas on how the lesson can best be presented.

### *Editors Note:*

Instructors are invited to submit their own ideas or innovations in presenting P.I.C. material for publication in Topside.

# SAPS AT SEA



"SEE IF THEY CAN FILL MY LIGHTER TOO! !

## New Distress Signal Equipment

Ships, fishing boats, tugs, and pleasure craft may be saved by the new Coast Guard alarm signal generator for the radio telephone distress frequency which was demonstrated to the public recently. The equipment, designed and built by Coast Guard engineers at the Coast Guard Electronics laboratory in Alexandria, Va., broadcasts an alarm signal to alert all stations listening on the Marine Radiotelephony distress frequency of 2182 kilocycles that a vessel is in serious trouble and distress message is about to follow, or that a person has been lost overboard and assistance is required. Upon hearing the signal, all stations are required to cease transmitting on the distress frequency so the message can be heard.

The distinctive sound of the alarm signal consists of two tones at 2200 and 1300 cycles per second. These correspond to C sharp three octaves above middle C, and E natural two octaves above middle C. The tones alternate four times each second. Once heard, they cannot be mistaken for anything else. Eventually the sound may be used to actuate automatic devices that will alert an operator when he is not listening on the distress frequency.

Anyone hearing the alarm signal while listening to the distress frequency, 2181 kcs., is requested to mail the following information to the Coast Guard in New York or San Francisco:

- (a) The listener's location
- (b) Readability of signal
- (c) Time and Date
- (d) Whether the signal silenced other traffic on 2182 kcs.
- (e) Any other information which might help determine the usefulness of the equipment.

## Flotilla 25 Wins Instruction Award

The Commodore Wm. Ross MacDonald Trophy for excellence in Public Instruction was captured by Flotilla 25, Haddonfield, N. J. The winners conducted six Basic Seaman-ship courses and awarded 205 certificates for successful completion of the course. In addition they held four one-lesson courses.

The award was made by Chief Director, Richard Baxter, and was received by John McCormick, the Immediate Past Commander of the Flotilla.

The trophy was originated by Past District Commodore Ross MacDonald (1954) to spur the development of the public instruction activity of the district.

## P.I.C. Idea Exchange

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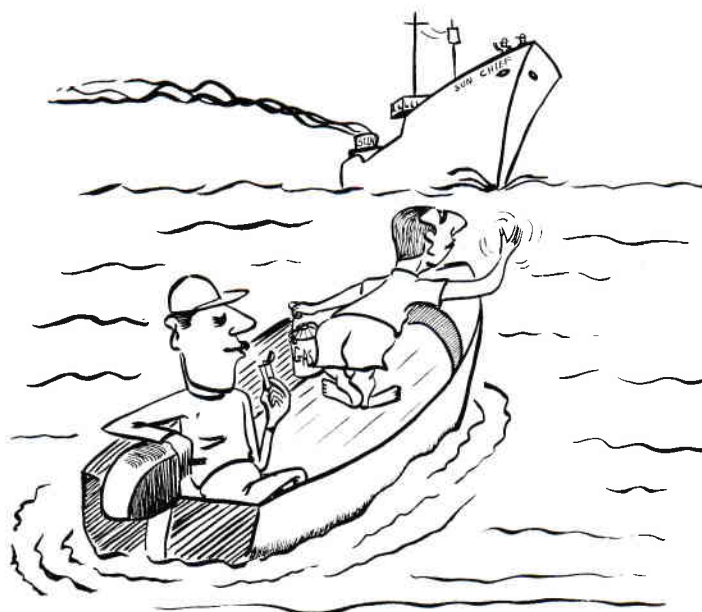
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## SAPS AT SEA



"SEE IF THEY CAN FILL MY LIGHTER TOO!!"



## AIRCRAFT OPERATIONS

The third district Southern Area has embarked on a program to increase its Air arm.

There isn't any question in anyone's mind that the USCGA is doing a good job towards making boating safer for everyone. But one phase of our task is often omitted, that is Search and Rescue.

Many times we in the auxiliary have not been called on search and rescue missions because we have not proven that we can assist the other organizations.

Now with the boats, radio and aircraft tied into one team, we could do an excellent job on SAR. (Search and Rescue) But it must be a team effort with each group doing its part of their ability.

More auxiliary members are familiar with boat operation and know that you can search an area thoroughly, but it takes time. With aircraft we can fly 500 to 1000 feet altitude and cover larger area, much faster.

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## FACILITY INSPECTION

1. The Inspector-Examiner makes inspection and checks all items on CG-2736 Auxiliary Vessel Facility Inspection Report, checking all items, and if any items that are not applicable to a certain class vessel, will mark it NA. The I-E signs the report and mails it to the Commander.

2. The Flotilla Commander will check the report received, if approved fills in the date, signs, marks it approved and mails it to the *Directors Office*. If incorrect, notes error and returns to the I-E who will correct and return to the Commander.

3. District Facility Officer will check all reports received by the Director, those not approved will be so marked, and after a record is made they will be turned over to the Director.

4. The Director on receipt of approved report will issue decal and certificate directly to the member. The vessel inspection report will be returned to the Commander so that he will have a record of the completed inspection.

Inspection report not approved will also be returned to the Commander for appropriate action.

5. Inspector-Examiners please *print your name*.

## HEARTS TOO GOOD TO DIE

DR. FRANK TROPEA, JR.

Director of Surgery—St. Agnes Hospital

Thousands of people have so-called "heart attacks" which cause sudden deaths. These deaths occur, not because the heart is worn out or damaged beyond repair, but because an electrical impulse has been interrupted. Six out of ten of these "dead" hearts can be made to beat again, and are good enough to function for many, many years.

It is imperative that every person in this country learn the simple procedure necessary to restart these hearts that have stopped beating. Anyone can carry out this technique. *Time is most important*. The technique must be instituted within 2-3 minutes of the "attack" (*death*).

The following is the step by step procedure to be carried out. Learn it well. It may save the life of one of your family.

1. Determine that patient is dead. *NO Pulse. NO Breathing*.

2. Quickly place patient (flat on his back) on floor or ground . . . *Not on a bed or couch*.

3. Place heel of left hand on lower portion of breast bone. Place heel of right hand on left hand. Push down on breast bone and release at about 40-60-times a minute.

4. Simultaneously, someone should shut nostrils with his fingers, and breath into patient's mouth—9-10 times per minute. If only one person is present, the heart massage may be stopped momentarily to breathe into patient's mouth.

5. An ambulance or rescue squad should be *called*. At no time while waiting for the arrival of an ambulance should this procedure be stopped.

6. Heart massage should be continued while patient is being transported, and only stopped when the patient is taken over by hospital personnel.

The above outlined procedure is simple to learn. Learn it. Teach it to others. It is only by getting as many people as possible to learn this technique that *Hearts Too Good To Die* will beat again.

## CME GOAL — AIM HIGH

The 1962 C.M.E. program is rapidly approaching.

In order to achieve the fullest degree of service and to carry out the objectives of the Auxiliary, the following points seem to be imperative:—

1. We are invited guests aboard, so must act in accordance therewith.

2. The changes in the Federal Act—accept them graciously and to the best of our ability carry out the mandate.

3. Examine the craft completely, even if early in the examination you find something that does not conform to regulation; there may be additional items which should be called attention to. While we will not issue the Decal to boats with numbers that are not in conformity, we should as politely as possible suggest the proper change.

Boat Clubs which do not promulgate the C.M.E. should be sold on the C.M.E. program. The name or names of examiners and phone numbers should be posted so that contact may be made and appointments set.

Safe Boating Week offers the opportunity to set up C.M.E. Stations at the various Marinas and Boat Clubs.

## NEW FOR '62

Spring will soon be here; the time for us to be commissioning our boats for the 1962 boating season. We should also be planning our program of operations for this year. We hope to make 1962 the year to get started on a big "Operational Year."

All Divisions and Flotillas must be sure to appoint their respective Operations Officers as soon as possible so that no time will be lost. Last year many of the Divisions and Flotillas had active Operations Programs, which we request be continued and improved.

"New For '62" is the District Operational Plan. Those of you who attended the Winter Conference learned about this Plan. To foster additional enthusiasm in our Operations Program, our entire District will be divided into areas or zones with a Zone Coordinator in charge, who will be under the direction of the District Operations Staff. The Flotilla and the individual faculty members, and his crew, will be the most valuable cog in this "Operational Wheel." A new publication "Operations Bulletin" will be published and sent to each Division Captain, Flotilla Commander, and their Operations Staff Officer, to keep them informed of our program. We do not want this District Operational Plan to replace Flotilla Operations; but to supplement it. Flotilla Operations is the "grass roots" of any Operational Program.

Do your planning now so you will be ready for an active year.

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## COMMUNICATIONS

We would like to remind all Auxiliarists and boat owners who have Marine Radio Telephones aboard, of the following FCC rules and regulations: Check on the expiration date of your station license. The rules state that the renewal should be made 60 days before expiration. Do not be caught with an invalid license.

Be sure to have our valid station license posed near your radio set and have posted or in your wallet, your operator's permit or license. The rules state that you should have your set checked for frequency tolerance and power output by a licensed technician after each time it has been removed or out of service.

Keep an accurate log of each transmission and listening watch on 2182 kc., and have on board a copy of FCC rules and regulations, Part 8.

Last, but not least, use proper operating procedures and observe all the rules and regulations. The Marine Radio Telephone Booklet (RTCM), published by the Radio Technical Commission for Marine Services % FCC, Washington 25, D.C., contains 11 of the required FCC rules (Part 8) and other useful Marine Radio information.





## VICE VERSA

*By*

BILL GARRY

For points of reference, let us compare the auxiliary with the waters we sail. The flotilla with the brook, the river with the division, the bay with the district, and the ocean with the national organization. If the brooks dry up, the river starts giving trouble. Because of its lower level, obstacles to navigation start showing up. And if the rivers don't contribute their share of water to the bay, boats have been known to rest on the bottom. And . . . a boat that rests on its bottom is like an auxiliarist who is content to rest on his bottom . . . they just don't get anywhere.

We have a direct parallel in the auxiliary, if the flotillas flounder and weaken, our divisions are not effective as they should be. And, if our divisions are weak, our district board has problems. Consequently, if we are to chart a course to smooth sailing, we must start at the flotilla level. We must strive for members who are dedicated to safety on the water and are willing to devote themselves to providing effective PIC training, I-E examinations, or operations. To recruit these members is one thing, to retain their membership in the flotilla is another.

The only way we can retain their interest is by keeping them busy. And . . . keeping them busy depends on strong, enlightened leadership.

If a man isn't qualified to instruct, he can still be of great help in the operation of a PIC course and can, in the process, qualify as an inspector. Take your new members, assign them to an IE on inspections. They'll learn a lot in the process. Or, if his leanings are toward the field of radio or airplanes, see that his talents are brought to the attention of the proper division personnel.

The other phase of flotilla activities occurs at the meetings. They can be "run of the mill" meetings that will discourage attendance. These are meetings that are not properly planned. Meetings can feature speakers on any one of a dozen subjects. Subjects such as the weather, engine maintenance, navigation, or the Coast Guard. Or . . . the attraction can be one of the dozens of films of interest to boatmen. And, naturally, there must be the less serious attractions . . . rendezvous, cruises, picnics, parties, and log races.

We can have everything I've talked about on a flotilla level if the officers of the flotilla will get together, determine areas of responsibility, chart a course for the year, and execute the plan that they outline. If we provide the opportunity to our members to become working auxiliarists, we won't have to worry about membership retention and we will have a pool of effective officer material.



PALE FACE LEAVE PLENTY TRAIL FOR S.A.R.

## OPERATIONAL TRAINING NEED

Each year as thousands of new and inexperienced boatmen take to the water for recreation, the problem of safeguarding life grows greater. Many of these novices find their first day on the water ending at the wrong end of a towline because of inexperience and unfamiliarity with their new surroundings. Some of them are helped out of danger by the Coast Guard, others by the Auxiliary or fellow boatmen. And there are those who lose their lives.

Throughout the year, the Coast Guard, as the agency responsible for safety of life and property at sea, is kept busy aiding persons and vessels in distress. Each year sees the available facilities stretched thinner and thinner as more people flock to the water and new areas of boating activity opens up. When situations arise for which sufficient service facilities are not available, the Auxiliarists should be prepared to step in and assist. The use of Auxiliary facilities in the search and rescue

functions of the Coast Guard are in augmentation of service facilities and do not take their place.

The Operation Member Qualification course is designed to indoctrinate in the proper procedures and recommend practices to members of the Auxiliary who participate in some of the operational functions of the service. With the completion of this course, the Auxiliarist should see the necessity for being ever alert to distress on the water, and will be well-equipped to handle the common types of emergencies which may be encountered.

Flotilla 56, Hanover, Pa., Flotilla 18, Wilmington, Del., and Flotilla 27, Norristown, Pa., are currently holding training programs based on the Auxop Member Qualification Guide (CG-302-1). These plans will lead to eventual qualification as Operational Members. This will further lend itself to support the operational activity being planned within this District for 1962.

## Outstanding Assist to Jay Stonesifer

Auxiliarist Jay Stonesifer, Flotilla 53, was awarded the trophy for the outstanding assist reported to the Directors office in 1961. The presentation was made by Commodore Jack Nunemaker.

Stonesifer went to the assistance of a boatman who fell overboard and struck his head on the gunwhale of the boat as he fell. The boat was approaching a dock at Middle River in the Chesapeake Bay at the time and the operator did not see the casualty. Stonesifer swam to the assistance of the victim who was a non-swimmer. After subduing the panic stricken man he towed him sixty feet to the dock and the rescue was effected.

For his promptness in realizing the significance of the situation and his disregard for his personal safety the selection of Jay Stonesifer, as the recipient of this award, was made.



## SALE AND SWAP

Offshore fishing skiff 29 X 9 seabright design built in 1954 by Algot Carlson. Chris Craft motor, ship-to-shore radio, direction finder, other extras. Sleeps two. Asking \$2200. Can be inspected on dock at Pennsville, N. J. Phone OR 8-2222.

18'-6" Starcraft Holiday. Fully equipped outboard, 50 H.P. Johnson. 35 hours actual use, many extras. All aluminum molded lapstrake hull. Can sleep 2 or 3. Excellent condition. \$1750 complete. Contact Michael H. Wilson, R.D. 2, Box 455, Harrisburg, Pa. or call KIngswood 5-6005 in the evening.

39' cabin cruiser, twin universal cruiser six. Good condition. \$3500. Telephone Vineland, N. J. 609-OX 2-8055. Boat at Atlantic City Marina. Slip 610.

A sea explorer ship #18 would appreciate discarded Coast Guard or Naval uniforms. Contact Raymond Saunders, Skipper, C/O Flotilla 72 Headquarters, 32 and Baltic Avenues, Beach Haven Terrace, N. J.

- 25 lb. Danforth anchor with chain.
- 30 lb. Danforth anchor with chain.
- 3 blade outboard propeller.
- 4 blade outboard propeller.
- 20 lb. Ansul dry chemical extinguisher.
- 16 lb. CO 2 extinguisher.
- 1 Gal. Carbon tet. extinguisher.
- 8 in. Bell.

1959 Evinrude 35 HP motor, electric starting, controls, cables, 2 gas tanks.

Call BA 5-0786 (evenings) or NE 4-6541.

## FLOTILLA 75

### *Change of Watch Dinner*

Flotilla 75, U.S.S. C.G.A. held their Annual Change of Watch Dinner, at the New Gretna House, New Gretna, New Jersey. In attendance were Lt. Comdr. E. D. Cassidy, Director of Auxiliary, 3rd Coast Guard District, Southern Area; Chief G. Guthrie, Commandant Tuckerton Lifeboat Station; Captain Ernest Friday, Division 7, USCGA; Comdr. Charles Dean, Flotilla 73; and 50 members, guests and wives.

Jack Faulks, Fred Jarvis, and George Stadler were sworn in by Comdr. Cassidy as the newly elected officers of Flotilla 75, Comdr., Vice Comdr., and Training Officer respectively. John Hathaway and Felix Minichello were sworn in by Captain Friday as new members of the Flotilla. Past Comdr. Gerald A. Scott, Flotilla 75, was presented with a plaque and Past Comdr.'s Flag by Jack Faulks on behalf of the members of the Flotilla.

## *Steering From Aft*



PDCO ROY HAGER

The new Flag Officers and District Staff Officers are to be congratulated on the excellent Annual Conference. This was the result of careful planning and cooperation. The Marriott was superb and the food was delicious.

Commodore Nunemaker has set his sights high and is maintaining a terrific pace with his staff in getting all projects started and committees functioning. All the Captains and Commanders will do well to follow his example and get an early start on Activity Week and Safe Boating Week programs.

Now that the changes of watch are completed and the Annual Conference is history, the time has come for us to concentrate on the work program of the Auxiliary. The Public Instruction Courses are in progress and from all reports show an increase in attendance over last year. Another good sign is the marked improvement in the Instructors presentation.

Within a short time, many of us will be putting our facilities overboard and fitting out will be started. We can start on Facility Inspections as soon as we go over rather than put it off for later in the season.

Let's make '62 OUR year!

## BRINGING UP THE REAR

*By John McIntosh*

On February 6th the writer was fortunate enough to be invited to take part in Division III's Officer Institute, held at Vineland, N. J. Division Captain Tice and his group put on a very good program, and the idea of this type program is worth broadcasting. The chance for all Flotilla Officers and Committee Chairmen to sit down with the appropriate Division Officers and Chairmen to review plans, programs, methods and ideas for the coming year might possibly be used in other Divisions.

The session started with a brief meeting of the whole group, followed by an address by Commander B. R. Henry, USCG of Base Gloucester. Commander Henry spoke about some of the problems encountered by his group in dealing with boating incidents. The Commander pointed out ways in which the Auxiliary could be of assistance to him and his men, not only by actual operational assistance and in the Courtesy Motorboat Examination Program, but also by day to day example and guidance furnished to the boating public. The balance of the evening was spent in panel discussions.

Everyone present felt that they had gained by attending, for not only did they get the word on what the Division planned to do and know; but there was the chance to sit down and compare notes with people from other Flotillas having similar problems. I am sure that DCP Tice would be glad to pass along the details on this program to anyone who is interested.

The District Operational Program is getting underway. Data on the program planned appears elsewhere in this issue, and some have already been published in this field. This is going to be a good program. For some time there has been considerable interest in Operations among the members. This is a chance to build on this interest.

There is no intention that the District Operational Program should replace the existing Flotilla and Division Operations that have worked out so well in the past. Flotilla Safety Patrols, two-light patrols and Call-out and Search plans are still needed, still encouraged. We hope to take advantage of the existing experience to insure the success of our District program.

It's easy to talk about insuring success, but all of our programs, no matter how well planned still depend on people for their completion. The Operation Program will depend on the amount of effort put forth at every level of the Auxiliary.

## COMING EVENTS

- 1- 5 May .....Auxiliary National Conference, Seattle
- 1 June .....Deadline for Selection of Activity Week Candidate
- 1- 7 July .....National Safe Boating Week
- 25-28 July .....Activity Week
- 3- 5 August .Summer Rendezvous, North East, Md





**Our Membership Committee is earnestly dedicated to the total recruitment of everyone associated with boating activity; people just like yourself.**

