

Official publication of the Coast Guard Auxiliary, Third Coast Guard District (Southern Area)
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Vol. 2, #2

April 1967

Circulation 2500

GREETINGS, ONCE AGAIN, THE BARE IS HERE!

1. WE HAVE HAD TO DEPART FROM OUR USUAL FORMAT, THIS ISSUE, MAINLY DUE TO THE GREAT RESPONSE FROM ALL DIVISIONS IN MATERIAL SUBMITTED FOR PUBLICATION. WE HAVE DONE OUR LEVEL BEST TO GET IT ALL IN PRINT AND DO HOPE THAT IT MEETS WITH APPROVAL.

2. YOU WILL NOTE THAT FOR THE MOST PART ALL MATERIAL HAS BEEN TYPED IN "CAPS". IT SEEMS THAT THE SMALLER LETTERING USED IN THE PAST ISSUES IS SOMEWHAT DIFFICULT TO READ. HAD CONSIDERED SENDING EACH OF YOU MAGNIFYING GLASSES, BUT CHICKENED OUT.

3. THIS ISSUE DEALS MOSTLY WITH THE NEW VENTILATION REQUIREMENTS WHICH GO INTO EFFECT 1 JUNE 1967. IT IS OUR LAST ATTEMPT TO PUT BEFORE THE TROOPS THE WRITTEN LAW AND EXPLANATIONS PERTAINING TO SAME. YOUR DIRECTOR HAS BEEN EXTREMELY HELPFUL IN SUBMITTING MOST OF THE MATERIAL WHICH YOU WILL READ. WE JOINTLY ARE SINCERE WHEN WE TELL YOU THE MATERIAL HEREIN PRESENTED IS AIMED NOT ONLY AT YOU BUT YOUR BOATING FRIENDS. PERHAPS YOU MIGHT WISH TO KEEP IT ON YOUR FACILITY, HANDY TO ANSWER THE MANY QUESTIONS YOUR BOATING FRIENDS MIGHT ASK.

4. WE WOULD LIKE TO TAKE THIS SLOT TO SINCERLY WELCOME ABOARD AUXILIARIST MATHEW EDGAR. MATHEW BECAME AN OFFICIAL MEMBER OF THE AUXILIARY AND, SIMULTANEOUSLY A NATURALIZED AMERICAN CITIZEN....STORY IN DIVISION NEWS UNDER CHUB HILL'S HANDLE.

5. YOGIE APOLOGIZES FOR SPLITTING THE "COMMODORE IV" STORY IN TWO INSTALLMENTS. I HAVE BEEN GIVEN TO UNDERSTAND THAT THIS HAD BETTER NOT HAPPEN AGAIN.

6. WE CAN NOT THANK WALLY TAYLOR ENOUGH FOR TAKING ON THE DISTRICT WINTER CONFERENCE. YOU WILL FIND HIS WRITE UP MOST INTERESTING AS WELL AS THE EXCELLENT PHOTO COVERAGE BY THE GOOD WALLY AND OUR 'REAR-EAST', HAROLD HANEY.

7. THOSE GOOD FOLKS WHO PLAN TO SUBMIT FUTURE ARTICLES FOR TOPSIDE SHOULD KEEP IN MIND THE AVAILABLE SPACE. PICK ONE SUBJECT AND WRITE ONE AND ONE HALF PAGES OF DOUBLE SPACED TYPEWRITTEN COPY. THAT FITS THE BILL VERY WELL. CHECK OUT CHUB HILL'S DIVISION VI "CREWS NEST" AND COPY HER M.O. (METHOD OF OPERATION). SHE HAS IT DOWN PAT! NO OFFENSE MEANT, JUST A SUGGESTION WHICH SHOULD SAVE BOTH OF US TIME.

8. WE ARE HAVING MORE THAN OUR SHARE OF PROBLEMS WITH GETTING THIS PUBLICATION OUT

WHEN IT SHOULD COME OUT. MOST OF YOU MET THE DEADLINE DATES....HOWEVER, FOR THE THIRD STRAIGHT TIME THE ADDRESS STICKERS HAVE BEEN DELAYED. SEEMS TO BE TROUBLE AT THE PRINTER END OF THE BUSINESS. WAS TOLD THIS TIME THAT THEIR MACHINE "BLEW UP." PERHAPS WE SHOULD DISPATCH AN INSPECTOR TO EXAMINE THAT FACILITY, EH?

9. THOSE OF YOU WHO RESIDE ALONG THE SEA COAST MIGHT ADVISE YOGIE HOW TO SECURE INFO ON THE TYPE OF FISH RUNNING OFF SHORE. I GET RATHER COMPLETE DATA FROM THE STATE OF MARYLAND BUT LACK THIS SAME TYPE OF DATA FROM DELEWARE AND NEW JERSEY. ANY ONE KNOWING OF THE PROPER PARTIES TO CONTACT SHOULD JOT THE INFORMATION DOWN AND SUBMIT DIRECT TO THE BARE. THANKS IN ADVANCE.

#10. WE WOULD APPRECIATE IT VERY MUCH IF THOSE DIVISIONS THAT SEND OUT REGULAR PUBS WOULD DISPATCH A COPY TO YOGIE. THESE PUBS OFF TIME HAVE REAL GEMS INCLUDED IN THEM THAT WOULD MAKE GOOD COPY FOR TOPSIDE. YOU WILL BE GIVEN CREDIT LINE FOR EACH ARTICLE SWIPED.

#11. WE ARE BEGINNING TO PICK UP SOME FAN LETTERS (IF YOU WANT TO CALL THEM THAT) IN THE PAST FEW MONTHS.

ONE SUCH LETTER ARRIVED THIS WEEK AND CAME FROM THE NATIONAL COMMODORE OF THE AUSTRALIAN COAST GUARD AUXILIARY, MR. E. S. MADDEN.

NCO MADDEN INDICATES HE IS WILLING TO TAKE ALL BETS ON THE OUTCOME OF THE "AMERICA'S CUP RACES" THIS YEAR. HE BELIEVES THAT THEIR "DAME PATTIE" WILL TAKE IT HANDS DOWN. HE SAYS "THE EARLY BIRD GETS THE LONG ODDS". ANYONE FOR A BET.

ANOTHER CHARACTER WHO CONSTENTLY SENDS IN LONG SHEETS OF PAPER WITH HANDWRITTEN ILLEGIBLE PRINT GOES BY THE HANDLE FRANK E. JAMES AND IS HOLED UP IN SEATTLE, WASH WHERE HE KNOWS HE IS SAFE!

SEEMS LIKE FRANK IS A FRIEND OF JOHN MASSMAN AND CONSISTANTLY DELIGHTS IN TELLING ME ALL KINDS OF LITTLE THINGS ABOUT HIS GOOD BUDDY. WHEN ENOUGH OF THESE TID BITS HAVE BEEN ACCUMULATED, YOGIE WILL TELL ALL.

OH YES, I FORGOT TO MENTION THAT FRANK ALSO PUTS OUT A RAG HE CALLS "THE BINNACLE", WITH THE AID OF THREE SECRETARIES AND A FOUR MAN STAFF. YOGIE'S STAFF CONSISTS OF THREE LABRADOR RETRIVERS, FOUR CHILDREN, AND ONE GOOD WIFE -ALL OF WHOM CONTRIBUTE TO THIS PUBLICATION BY DOING AS MUCH TO CONFUSE ME AS IS HUMANLY POSSIBLE. HOW'S THAT GRAB YOU, FRANK, OLD BUDDY.....YOGIE HAS WENT ↓ ↓ ↓ ↓

FROM THE DIRECTOR OF THE THIRD (SA)

THE VENTILATION REQUIREMENTS DISCUSSED THIS MONTH WILL BECOME LAW JUNE 1, 1967. LET US REVIEW THESE REGULATIONS FROM THE STANDPOINT OF THE COURTESY EXAMINERS REVIEWING REQUIREMENTS WITH THE AVERAGE BOATSMAN.

FIRST, WHY? WHY SHOULD YOU HAVE TO SPEND THE TIME AND MONEY TO ALTER YOUR BOAT? WHAT'S IN IT FOR YOU. FROM THE VERY BEGINNING, THE MOTORBOAT ACT OF 1940, THE COAST GUARD HAS REQUIRED ALL MOTORBOATS TO BE EQUIPPED WITH COWLS FOR THE VENTILATION OF ENGINE AND FUEL TANK SPACES. THE NEW REGULATIONS ARE MERELY AN AMPLIFICATION AND EXPLANATION OF THE ORIGINAL LAW. THAT LAW, AS WERE ALL THAT HAVE BEEN ENACTED PERTAINING TO PLEASURE BOATS, HAD IN MIND ONE AIM: YOUR SAFETY ON THE WATER. THE BOAT THAT EXPLODES IN ITS SLIP IS ALWAYS SOMEONE ELSE'S, NEVER YOURS. WITH CAREFUL ADHERENCE TO LEGAL REQUIREMENTS AND A SOUND APPLICATION OF COMMON SENSE IT NEVER WILL BE YOURS. THAT'S WHAT THESE REGULATIONS ARE ALL ABOUT, THE SAFETY OF YOUR PROPERTY AND, MOST IMPORTANT THAT OF YOU, YOUR FAMILY AND FRIENDS....THAT'S WHAT'S IN IT FOR YOU.

NOW FOR SOME DEFINITIONS. WHO DOES THE LAW APPLY TO? IF YOUR BOAT USES A FUEL WITH A FLASHPOINT OF LESS THAN 110°F (THAT INCLUDES GASOLINE BUT EXCLUDES DIESEL FUEL), IS OF CLOSED CONSTRUCTION AND WAS DECKED OVER AFTER APRIL 25TH, 1940, IT IS SUBJECT TO THE NEW VENTILATION REGULATIONS. EVERYTHING IN THAT STATEMENT SEEMS PRETTY STRAIGHTFORWARD EXCEPT THE PHRASE OF "CLOSED CONSTRUCTION." HERE IS WHAT WE MEAN: THE PURPOSE OF VENTILATION IS TO LET FRESH AIR IN AND GASOLINE VAPOR OUT OF CLOSED COMPARTMENTS AND SPACES. IF THERE ARE NO SUCH COMPARTMENTS OR SPACES ON YOUR BOAT, THE COAST GUARD CONSIDERS IT AN "OPEN BOAT" AND NOT "OF CLOSED CONSTRUCTION". NO ADDITIONAL VENTILATION IS REQUIRED REGARDLESS OF THE FUEL USED. HERE ARE THE FOUR RULES THAT DETERMINE WHETHER A BOAT IS OPEN OR NOT.

1. ENGINE AND FUEL TANK COMPARTMENTS SHALL HAVE A MINIMUM 15 SQUARE INCHES OF OPEN AREA DIRECTLY EXPOSED TO THE ATMOSPHERE FOR EACH CUBIC FOOT OF NET COMPARTMENT VOLUME.
2. ALL SUCH COMPARTMENTS MUST HAVE AT LEAST ONE SQUARE INCH OF OPEN AREA PER CUBIC FOOT, WITHIN ONE INCH OF THE COMPARTMENT BILGE LEVEL OR FLOOR, SO THAT ANY VAPORS PRESENT WILL DRAIN INTO OPEN AREAS.
3. THERE MUST BE NO LONG OR NARROW UN-VENTILATED SPACES ACCESSIBLE FROM SUCH COMPARTMENTS IN WHICH A FLAME FRONT COULD PROPAGATE.
4. LONG, NARROW COMPARTMENTS (SUCH AS SIDE PANELS), IF JOINING ENGINE OR FUEL COMPARTMENTS AND NOT SERVING AS DUCTS THERETO, SHALL HAVE AT LEAST 15 SQUARE INCHES OF OPEN AREA PER CUBIC FOOT PROVIDED BY FREQUENT OPENINGS ALONG THE FULL LENGTH OF THE COMPARTMENT FORMED.

BEAR IN MIND THAT ALL FOUR CONDITIONS MUST BE MET AND, REMEMBER, IF IN DOUBT - VENTILATE.

BUT SUPPOSE YOU OWN A BOAT THAT DOES NOT AND CANNOT BE ALTERED TO MEET THESE REQUIREMENTS, WHAT MUST YOU DO? YOU MUST EQUIP EACH ENGINE AND FUEL COMPARTMENT WITH AT LEAST ONE INTAKE AND AT LEAST ONE EXHAUST DUCT, FITTED WITH COWLS. BUT HOW MANY OF EACH AND WHAT SIZE SHOULD THEY BE? THIS DEPENDS UPON THE SIZE AND CONSTRUCTION OF THE VESSEL OR THE COMPARTMENTS YOU ARE DEALING WITH.

FOR THE SMALLER BOATS AND FOR SMALL, SEPARATE COMPARTMENTS ON LARGE BOATS WE CAN USE THE VOLUME OF THE COMPARTMENT TO BE VENTILATED AS A GUIDE. THE FOLLOWING TABLE IS BASED ON THE USE OF ONE INTAKE AND ONE EXHAUST DUCT, FITTED WITH COWLS. IN ORDER TO APPLY THIS TO YOUR BOAT, FIGURE THE NET VOLUME OF THE COMPARTMENT TO BE VENTILATED (THAT IS THE VOLUME OF THE COMPARTMENT MINUS THE VOLUME OF SUCH THINGS AS ENGINES, FUEL TANKS OR OTHER PERMANENTLY INSTALLED GEAR OR EQUIPMENT) AND ENTER THE TABLE AT THE LEFT HAND SIDE. NOW SIMPLY READ ACROSS THE TABLE TO OBTAIN THE FIGURES YOU'LL NEED.

TABLE 1
ONE INTAKE AND ONE EXHAUST SYSTEM

Net Volume (cu.ft.)	min. inside dia. for each (inches)	Area sq. in.
Up to:		
8	2	3
10	2 1/4	4
12	2 1/2	5
14	2 3/4	6
17	3	7
20	3 1/4	8
23	3 1/2	10
27	3 3/4	11
30	4	13
35	4 1/4	14
39	4 1/2	16
43	4 3/4	19
48	5	20

THIS SYSTEM GETS A BIT UNWIELDLY WHEN APPLIED TO THE ENGINE COMPARTMENTS OF LARGE POWERBOATS. FOR THAT REASON, A TABLE FOR THE USE OF LARGER CRAFT, BASED ON THE USE OF TWO INTAKE AND TWO EXHAUST DUCTS HAVE BEEN ESTABLISHED BASED ON THE BEAM OF THE VESSEL. TO OBTAIN FIGURES FROM THIS TABLE, SIMPLY ENTER THE TABLE ON THE LEFT HAND SIDE WITH THE BEAM OF THE VESSEL AND READ TO THE RIGHT TO OBTAIN THE INFORMATION NECESSARY.

TABLE 2
TWO INTAKE AND TWO EXHAUST SYSTEMS

Vessel beam (feet)	Min. inside dia. each duct (inches)	Area (sq. in.)
7	3	7
8	3 1/4	8
9	3 1/2	9
10	3 1/2	10
11	3 3/4	11
12	4	12
13	4 1/4	13
14	4 1/4	14
15	4 1/2	15
16	4 1/2	16
17	4 1/2	17
18	5	18
19	5 (CONT PAGE 20, COL 2)	19

FROM OUR DISTRICT COMMODORE

LAST YEAR THERE WAS AN INCIDENT IN ONE OF THE NEW JERSEY COASTAL INLETS THAT POINTS UP THE NEED FOR EXPANDED AUXILIARY MEMBERSHIP AND PUBLIC EDUCATION.

A VESSEL, ON ITS WAY TO FLORIDIA, EXPERIENCED ENGINE TROUBLE OFF THE JERSEY COAST AND FOR SEVERAL HOURS THE CREW ATTEMPTED TO ATTRACT THE ATTENTION OF PASSING VESSELS WHILE TEMPORARY REPAIRS WERE BEING TRIED.

ONE VESSEL ANSWERED THE VISUAL DISTRESS SIGNAL AND WHEN ASKED TO NOTIFY THE COAST GUARD OF THE VESSELS PROBLEM REPLIED THAT IT WAS TOO FAR TO GO TO TELL THE COAST GUARD.

TEMPORARY REPAIRS HAVING BEEN MADE, AN EFFORT WAS MADE TO BRING THE VESSEL INTO THE NEAREST PORT FOR REPAIRS. POWER WAS LOST WHILE IN THE INLET AND THE VESSEL WENT UP ON THE JETTY AND BROKE UP. NEARBY FISHERMEN CAME TO THE SCENE AND TRIED TO REMOVE EQUIPMENT FROM THE BOAT WHILE THE CREW WAS STILL IN THE WATER.

AGAINST THIS STORY WE CAN MATCH THE SEVERAL HUNDRED HOURS THAT THE AUXILIARY MEMBERS PUT INTO PATROLS, THE NAMY ASSISTS MADE AND THE SEVERAL EXCEPTIONAL ASSISTS CREDITED TO OUR MEMBERS THIS YEAR.

IT NEED NOT BE SAID, THAT IF AN AUXILIAR VESSEL HAD BEEN ON THE SITE THE LEAD STORY IN THIS ARTICLE WOULD BE FAR DIFFERENT. HOWEVER, THE POINT OF THE STORY IS THAT AS LONG AS THERE ARE BOATMEN WHO WILL IGNORE A DISTRESS SIGNAL, REFUSE ASSISTANCE BECAUSE IT IS TOO MUCH EFFORT, THERE IS MORE FOR US TO DO. WE MAY NOT WANT THIS TYPE AS A MEMBER, BUT WE SHOULD TRY TO GIVE THEM THE NECESSARY KNOWLEDGE TO BE ABLE TO FUNCTION AS WORTH WHILE MEMBERS OF THE BOATING COMMUNITY - THEN, AT SOME FUTURE DATE, THEY WELL MAY MEET OUR REQUIREMENTS FOR MEMBERSHIP

sig/ J. D. MC INTOSH
DISTRICT COMMODORE

CONTINUED FROM PAGE #17, COL II 2

THE "SEA MINK II", DOCUMENTED OUT OF NEW YORK WITH A BETR AT SHELTER ISLAND, NEW YORK.

I ENLISTED IN THE COAST GUARD IN MARCH OF 1966 AND WAS ASSIGNED ABOARD THE USCGC 'CACTUS' (A BUOY TENDER OUT OF BOSTON). ENTERED OCS LAST SEPTEMBER AND RECEIVED MY COMMISSION ON 27 JANUARY 1967, AND ASSIGNED AS ASSISTANT DIRECTOR OF AUXILIARY, THIRD COAST GUARD DISTRICT, SOUTHERN AREA.

BEFORE THE BREEZE BECOMES TO STRONG, I WILL HALT THIS TYPEWRITER. I AM LOOKING FORWARD TO A PLEASURABLE WORKING EXPERIENCE WITH THE AUXILIARY - WORKING FOR A FINER ORGANIZATION WHICH WILL EXTEND ITS REACH TO MORE AND MORE BOATERS EVERY YEAR. BEING SINGLE (FOR WHATEVER THAT MAY BE WORTH) I AM MORE THAN READY TO ASSIST, AND PERHAPS I HAVE AN ADVANTAGE IN THAT I HOLD BOTH VIEWPOINTS: THAT OF A COAST GUARDSMAN AND A BOATER.

sig/ Allen H. Mc Coy USCG

(LET THE YOG BE AMOUNG THE FIRST TO WELCOME YOU ABOARD THE GOOD SHIP 'THIRD-SOUTHERN'. YOU MAY BE ASSURED THAT YOUR EXPERIENCE WILL ALSO BE OURS! GOOD SHOW, KICK THE CAN REAL GOOD LIKE....)

FROM THE DISTRICT VICE COMMODORE

(Text of letter recieved 6 April 1967)

DEAR SAM:

WENT UNDER THE KNIFE TWO WEEKS AGO TODAY. SPENT TWELVE DAYS IN THE HOSPITAL. CAME HOME FOR AN EXTENDED RECUPERATION PERIOD ON SATURDAY, APRIL 1.

DURING MY STAY IN THE HOSPITAL, RECEIVED MANY CARDS, SOME WITH HAND-WRITTEN NOTES, EXPRESSING PRAYERS, HOPES, GOOD WISHES FOR A SPEEDY AND A SAFE RECOVERY. MAKES A MAN TRULY HUMBLE TO KNOW THAT HE HAS SO MANY FRIENDS PULLING FOR HIM OVER THE SHOALS.

WILL YOU CONVEY MY THANKS TO ALL THOSE WHO SENT THE MANY CARDS AS WELL AS THOSE WHO CALLED ON THE PHONE.

IT WILL BE A FEW WEEKS BEFORE THIS OLD CARCASS WILL HAVE HEALED SUFFICIENTLY TO RETURN TO FULL DUTY STATUS, BUT THE SURGEON HAS ADVISED ME THAT, AFTER COMPLETE RECOVERY, I SHOULD FEEL BETTER THAN EVER BEFORE.

BEST WISHES,

JOHN E. HOHANSEN
VICE COMMODORE, U.S.C.G. AUXILIARY
3RD CG DISTRICT (SA)

48 SOUTH KIRKLAND AVE
UPPER DARBY, PENNA....19082

DONE, BIG JOHN....MIND YOU TAKE CARE NOT TO GET UNDERWAY TO FAST!

The Bare



COMMANDER EARL "ACE" CHILDERS, USCG

THE U.S. COAST GUARD AUXILIARY, FIFTH DISTRICT PUBLICATION - "BLINKER" REPORTS THAT "AT THE RECENT BOARD MEETING HELD AT NORFOLK, WE LEARNED THAT 'ACE' WILL BE RETIRING ON 1 APRIL. ALTHOUGH 'ACE' HAS A TERRIBLE BUT LOUD SINGING VOICE, HE IS A TREMENDOUS AUXILIARY MAN AND WE WILL MISS HIM. WE UNDERSTAND THAT 'ACE' WILL BE TEACHING BUT AT PRESENT HIS FUTURE ADDRESS IS NOT KNOWN. TO KNOW THAT HE IS GOING INTO TEACHING SHOULD BE NO SURPRISE TO ALL OF US AS WE CANNOT REMEMBER ANY DISCUSSION IN WHICH HE TOOK PART THAT DID NOT FINALLY END UP WITH HIS BELIEFS ON MORE AND MORE TEACHING BEING NEEDED"....editor of "Blinker"

THE THIRD DISTRICT, SOUTHERN AREA, ALSO PASSES GOD SPEED AND THE BEST TO GOOD FRIEND "ACE."

↓ ↓ ↓ ↓

BETWEEN FITTING OUT OUR BOATS AND THE REALIZATION THAT SPRING IS UPON US, IT SUDDENLY DAWNS ON US THAT THERE IS MUCH TO DO, IF WE ARE GOING TO HELP PROMOTE 'SAFE BOATING'. MANY HANDS MAKE LIGHT WORK. HAVE YOU INVITED THAT BOATING BUDDY TO COME AND JOIN THE AUXILIARY ?. WE NEED ALL THE HELP WE CAN GET, AND THEN SOME. LETS GET MORE MEMBERS SO THAT WE CAN HAVE MORE EXAMINERS.

GIVE LIP SERVICE
GET SOME NEW MEMBERS

DO YOU REALIZE THAT IF EVERY MEMBER OF OUR DISTRICT FLEW THE BURGEE THERE WOULD BE LESS THAN ONE OUT OF 5,000 BOATS DOING SO? THAT IS AN ALARMING SMALL PERCENTAGE.

EVEN WITH OUR GREAT EFFORT IN EXAMINING BOATS LAST YEAR WE EXAMINED LESS THAN 3 PERCENT OF ALL THE BOATS OPERATING IN OUR WATERS. EVEN WITH OUR IMPRESSIVE TOTALS IN JOINT EFFORT, WE ARE A FAR CRY FROM LETTING THE BOATING PUBLIC IN ON WHAT THE AUXILIARY STANDS FOR AND DOES FOR THE FELLOW BOATER. EVEN IF WE WERE TO PUT A FULL PAGE ADD IN ALL THE NEWSPAPERS ACQUAINTING THE PUBLIC WITH OUR INSPECTION PROGRAMS WE WOULD BE SO UNDERMANNED THAT WE COULD NOT COPE WITH THE RESPONSE AND THE RESPONSE WOULD BE TERRIFIC!

AS A FURTHER, AND CONCLUDING, NOTE...
WHY NOT MAKE IT STANDARD PROCEEDURE TO ISSUE
THE BURGEE TO EACH NEW MEMBER THE SAME TIME
HE RECIEVES HIS CERTIFICATE OF QUALIFICATION.
EACH FLOTILLA SUPPY OFFICER SHOULD HAVE A
SUFFICIENT STOCK OF BURGEE'S TO ACCOMPLISH
THIS ACT.

AND FLY YOUR BURGEE PROUDLY....J

sig/ Chris Brenneman
(MEMBERSHIP)

↓ ↓ ↓ ↓ ↓ ↓ ↓

DIVISION 'I'

1. FLOTILLA 17 STARTING 3 JUNE 1967 WILL CONDUCT SAFETY PATROLS ON SATURDAYS AND SUNDAYS FROM 1800 HOURS TO SUNSET ON THE ELK, NORTHEAST, AND SASSAFRAS RIVERS.

2. TO MAKE THIS OPERATION A SUCCESS, WE ARE ASKING THAT MEMBERS OF ALL OTHER FLOTILLAS AND DIVISIONS PARTICIPATE.

3. THE FLOTILLA COMMANDERS OF ALL MEMBERS WHO PARTICIPATE IN A PATROL WILL BE ADVISED SO THAT THE MEMBER WILL BE GIVEN CREDIT FOR POINTS UNDER THE NEW AWARD SYSTEM.

4. AS THIS OPERATION WILL NOT BE UNDER OFFICIAL COAST GUARD ORDERS, NON MEMBERS MAY BE ON BOARD AS CREW OR GUEST.

5. A NON-OFFICIAL PATROL ORDER WILL BE FURNISHED TO EACH PATROL CAPTAIN.

6. THERE WILL BE ONE PATROL BOAT FOR EACH RIVER.

7. PATROL BOATS SHALL CARRY DISPLAY SIGN-BOARDS - "SAFETY PATROL - U.S.COAST GUARD AUXILIARY". SIGNBOARDS WILL BE LOANED TO PATROL BOATS.

8. MEN MEMBERS SHALL WEAR 'WORKING KHAKI' OR TROPICAL WHITE LONG UNIFORMS. WOMEN MEMBERS TO WEAR THE WORKING BLUE DRESS.

9. ALL MEMBERS INTERESTED CONTACT, BY MAIL OR PHONE....

WM. H. SMITH
529 SYLVESTER DRIVE (H) 609-691-4632
VINELAND, N.J...08360 (B) 609-451-6550

CONGRATS TO DIVISION I AND THEIR FLOTILLA 17
FOR SOME GOOD THINKING ↓

↓ ↓ ↓ ↓

DIVISION III

"ACHIEVEMENT IS THE 'GO' WORD FOR DIV III"

DIVISION III CAPT ELMER (BUD) MAUK, OF BRIDGETON, N.J. HAS SET THE WORD "GO" FOR ACHIEVEMENT IN ACCOMPLISHING THE GOALS FOR 1967 OF HIS DIVISION.

CAPT MAUL, STARTING HIS FIRST TERM AS THE LEADER OF III, ALONG WITH HIS OFFICERS AND STAFF, IS DEDICATED TO ACHIEVE AN OUTSTANDING RECORD...A RECORD OF ACTIVITIES COMPLETED... WHICH WILL BE POINTED TO WITH PRIDE BY THE HIGH COMMAND.

Next page, please

WHAT ARE THE THINGS THE DIVISION HAS PLANNED?
....MORE MEMBERS...A GREATER NUMBER OF CME
EXAMINATIONS...MORE PUBLIC EDUCATION COURSE..
GREATER ACTIVITY FOR S & R WHEN THE NEED
ARISES...ABLE FACILITIES MANNED BY ABLE
CREWS....AND MEMBERS WHO ARE DEDICATED TO
THIS KIND OF OPERATION. INSTRUCTION IN
COMMUNICATION AND AN OPERATION PROGRAM WHICH
IS SECOND TO NONE.

THE DIVISION IS FORTUNATE IN HAVING AS ITS OPERATION OFFICER, THE IMMEDIATE PAST COMMANDER OF MAURICE RIVER (FLOTILLA 34), PAUL COX JR OF LEESBURG. HE IS WELL QUALIFIED TO LEAD AND INSTRUCT. HIS FATHER, CAPT PAUL COX SR, ALSO PAST COMMANDER OF SAME FLOTILLA, WAS THE OPERATIONS OFFICER OF DIVISION III A FEW YEARS AGO. HE PLANNED, AND WITH THE CO-OPERATION OF ALL THE FLOTILLAS IN THE DISION, EFFECTED AND HAD A HIGHLY SUCCESSFUL OPERATIONS PROGRAM.

YOUNG COX, HAS BEEN REARED ALONG THE MAURICE RIVER AND DELAWARE BAY. AND FROM HIS EARLIE ST RECOLLECTION HAS BEEN IN - ON - AND AROUND BOATS ALL OF HIS LIFE. HE PASSED THE USCG EXAMINATION AS CAPTAIN TO OPERATE PASSENGER VESSELS IN THE TERRITORIAL WATERS OF THE U.S. HE NOW HOLD THAT CERTIFICATE. LAST YEAR, AS COMMANDER OF FLOTILLA 34, HE INSTIGATED AND PUT INTO EFFECT THE POINT SYSTEM FOR HIS FLOTILLA WHICH IS NOW BEING USED AS AWARD FOR MEMBER ACTIVITY IN THE DISTRICT.

A REPORT OF PROGRESS BEING ACCOMPLISHED WILL BE MADE FROM TIME TO TIME (VIA TOPSIDE) AND WILL APPEAR FROM TIME TO TIME....."WATCH OUR SMOKE!"

JAMES MAYBURY SO
PUBLIC RELATIONS

DIVISION IV

(THIS DIVISION IS HOT ON PAPER WORK. GOT SO MUCH ON THEIR HOOK I DONT KNOW WHERE TO START)....

USCG BOARDING TEAM MET WITH IV ON 15
MARCH 67 AT THE RIVERSIDE YACHT CLUB,
ESSINGTON, PA. FLOT. 42 HOASTED...48 IN
ATTENDANCE...ALL FLOTILLAS REPRESENTED ~~vs. vs.~~
THIS SEMINAR CLEARED ALL QUESTIONS ON THE
VENTILATION BIT. THE ONLY QUESTIONS REMAIN-
ING UNANSWERED WERE THE QUESTIONS NOT ASKED.

THIS DIVISION HAD REPRESENTATION AT THE PHILA BOAT SHOW 25 FEB 1967. THE SOWDEN TWINS, WHO MANNED THE USCG BOOTH, REPORTED THAT IT WAS AN INTERESTING EXPERIENCE WHICH OTHERS SHOULD TAKE A CRACK AT.

OUR GOOD VICE COMMODORE, JOHN JOHANSEN WAS ADMITTED TO THE HOSPITAL 20 MARCH 1967 FOR SURGERY. GUESS HIS DOCTORS FIGURE HE'LL WEIGH LESS AND FEEL BETTER WITHOUT THE GALLSTONES. OPERATION SCHEDULED FOR 21 MARCH. HERE'S WISHING HIM A SPEEDY RECOVERY. (DCP SOWDEN GAVE YOGIE A LAND LINE AFTER THE MEDICS HAD FINISHED THE CUTTING JOB TO REPORT 'ALL IS WELL' WITH OUR GOOD FRIEND JOHN...WONDERFUL NEWS!)

FL 42 IS REPORTED TO BE PUBLISHING A MONTHLY NEWSLETTER....THIS NEWEST FLOTILLA PUBLICATI ON WILL GIVE ALL MEMBERS IMPORTANT INFO IN PERMANENT FORM. (WHERE IS YOGIE'S COPY?)

FL 43 HELD THEIR ANNUAL LADIES NIGHT THIS MONTH WHICH IS REPORTED TO HAVE BEEN A LARGE SUCCESS. COMMANDER MASSMAN AND HIS LOVELY WIFE WERE PRESENT.

PEG STAPLEFORD, FSO (PUBS) IS MY LATEST
PEN PAL AND HS SUBMITTED GADS OF INFO ON
HER GOOD FLOTILLA. ONE OF THE MOST INTER-
ESTING BITS WAS INFO RELATIVE TO A CHRIST-
MAS GIFT THEIR FLOTILLA SENT OVERSEAS. 63
POUNDS OF GEAR WAS SENT TO THREE CUTTERS
NOW SERVING OFF VIET NAM (POINT COMFORT,
POINT WELCOME, AND THE POINT GRACE). THE
COMMANDING OFFICER OF THE POINT COMFORT, IN
HIS THANK YOU LETTER, MENTIONED....."THE
PRIDE WITH WHICH WE SERVE IN THIS AREA IS
ONLY EQUALED BY THE PRIDE WE HAVE IN THE
UNITED STATES COAST GUARD AUXILIARY...ON
BEHALF OF THE CREW AND MYSELF PLEASE ACCEPT
OUR MOST HEARTFELT THANKS AND BEST WISHES
FOR AMERICA'S GREATEST VOLUNTEER ORGANIZATI
ON IN THE YEAR 1967.".....

FROM MATERIAL RECIEVED FROM ELLIE
SOWDEN AND PEG STAPLEFORD.

DIVISION V

JOE FORREST, SO (PUBLIC RELATIONS) GIVES THE FOLLOWING RUN DOWN ON FLOTILLA ACTIVITIES FOR THE DIVISION....52 OF LANCASTER CAME THROUGH WITH A REAL HEADLINER WHEN IT CAME UP WITH 150 CANDIDATES FOR THE 8 LESSON COURSE...(MORE ON THIS LATER ISSUE OF YE OLD RAG)...FLOTILLA 53, HARRISBURG, RECENTLY COMPLETED A PUBLIC EDUCATION COURSE AT CAMPBELLTOWN, PENNA AND SHOT RIGHT INTO ANOTHER ONE IN HARRISBURG....FLOTILLA 56, HANOVER PENNA, ARE IN THE FINAL PHASES OF THEIR TEN WEEK PUBLIC EDUCATION COURSE... FLOTILLA 58, COLUMBIA, PENNA, STARTED THEIR 8 WEEK PUBLIC EDUCATION COURSE FEB 27TH AND ARE LOOKING FORWARD TO A GOOD YEAR WITH AN INCREASE IN MEMBERSHIP....FLOTILLA 59 OF WILLIAMSPORT IS ALSO WINDING UP THEIR 10 WEEK PUBLIC EDUCATION COURSE AND ALSO REPORT: THE OUTLOOK GOOD FOR INCREASED MEMBERSHIP THIS YEAR.

DIVISION V HELD IT'S ANNUAL CHANGE OF WATCH AT HANOVER, PENNA IN THE 'MOOSE HALL.' THIS EVENT WAS ATTENDED BY WELL OVER 200 PERSONS. GUESTS INCLUDED DIRECTOR MASSMAN (WITH GOOD WIFE), JOHN E HOHANSEN, HAROLD HANEY, AND BIG DAD DONOHUE. HONORED GUESTS INCLUDED PENNA FISH COMMISSION EXECUTIVE DIRECTOR - ED THARP USCG(RET) AND BILL MATTHEWS JR, CHIEF BOATING AND RECREATION DIVISION, DEPT OF CHESAPEAKE BAY AFFAIRS.

ED LONG, PAUL SMITH, AND JIM WOLF TOOK THE OATH AS ADMINISTERED BY LCDR MASSMAN FOR DIVISION CAPTAIN, DIVISION VICE CAPT., AND DIVISION TRAINING OFFICER, RESPECTIVELY.

DAD DONOHUE AND DAVE GOOD TOOK HONORS FOR SERVICES RENDERED THE AUXILIARY 'ABOVE AND BEYOND' AND RECIEVED PLACQUE'S AS THEIR REWARD. BIG DAD SERVES AS REAR COMMODORE (WEST) AND GOOD GOOD SERVES THE DIVISION AS SECRETARY AND IS A STAFF OFFICER.

MARK YOUR CALANDERS FOR 20 MAY 1967 FOR A GRAND SLAM EVENT WHICH IS SPONSORED BY FLOTILLA 57 IN THEIR HOME TOWN, SUNBURY. THIS FLOTILLA PLANS A 'SIMULATED RESCUE DEMONSTRATION' TO BE HELD AT THE NORTHUMBERLAND BOAT CLUB GROUNDS. WOODY DUERR, FLOT. OPERATIONS OFFICER, HAS A REAL SCHEDULE OF VERY INTERESTING EVENTS WHICH IS TO TAKE PLACE 1400 HOURS THAT DAY. (PHOTOGRAPHS OF THIS EVENT WOULD BE APPRECIATED BY YOGIE).

NEXT PAGE, PLEASE

CONTINUED FROM PAGE #5, COL II

DIVISION VI 'CREWS NEWS' BY CHUB
"FAIRY TALES CAN COME TRUE....."

THE PUDGY LITTLE GULL HAS ALWAYS BEEN A LOVER OF FAIRY TALES - BOTH REAL AND IMAGINARY - AND, TYPICAL OF MOST PEOPLE IN THIS CATEGORY, SHE ALWAYS LIKES A HAPPY ENDING.

A BIT OF A FAIRY TALE WAS REALIZED IN DIVISION VI, A FEW WEEKS, AGO WHEN MR. MATHEW R. EDGAR OF BORDENTOWN, NEW JERSEY, WAS SWORN INTO THE AUXILIARY BY DCP LLOYD FURBER.

THE ADDITIONAL STIMULUS OF THIS PARTICULAR STORY IS THE FACT THAT MR. EDGAR IS A NATIVE OF SCOTLAND AND, ALTHOUGH HE HAS RESIDED IN THIS COUNTRY FOR SEVERAL YEARS, THE FINAL IMPETUS TO HIS BECOMING A FULL FLEDGED AMERICAN CITIZEN WAS HIS INTEREST IN BECOMING AN AUXILIARIST. AS SOON AS HE STARTED HIS BASIC QUALIFICATION PROGRAM, HE APPLIED FOR HIS FINAL CITIZENSHIP PAPERS. HE RECEIVED THEM JUST PRIOR TO THE COMPLETION OF HIS BASIC QUALIFICATION EXAMINATIONS.

TODAY, MATT EDGAR IS A PROUD CITIZEN OF THE UNITED STATES AND A FULLY QUALIFIED MEMBER OF THE COAST GUARD AUXILIARY.

MARRIED AND THE FATHER OF A PROSPECTIVE AUXILIARIST, MR. EDGAR'S BACKGROUND SHOULD BE OF GOOD SERVICE IN THE FLOTILLA'S EDUCATIONAL AIMS AS HE SERVED WITH THE BRITISH MERCHANT NAVY FOR EIGHT YEARS AS AN ABLE SEAMAN, A BOSUN'S MATE.

TO MATT EDGAR OF FLOTILLA 61 - WELCOME ABOARD! *yes yes yes*.

THE CREW OF DIVISION VI IS TO BE COMMENDED FOR THE EXCELLENT TURNOUT WHEN THE COAST GUARD MOBILE BOARDING TEAM VISITED IN RANOCAS VALLEY AREA. WE ARE HAPPY TO REPORT ALMOST 100 PERSONS ATTENDED THIS SESSION TO BECOME ACQUAINTED WITH THE LATEST REQUIREMENTS ON BOTH VENTILATION AND LIGHTING SYSTEMS IN ORDER FOR PLEASURE CRAFT TO PASS INSPECTION BY BOTH THE COAST GUARD AND OUR COURTESY EXAMINERS. WE ARE HAPPY TO REPORT, ALSO, ON THE ATTENDANCE OF DCP MAUK, DIV III AT THIS SAME SEMINAR.

"1967 WILL REVEAL HOW MUCH PROGRESS IS YET TO COME." WITH THIS LARGE ATTENDANCE PLUS HAVING 46 PERSONS PRESENT AT THE DIVISION MEETING IN FEBRUARY PLUS MEMBERS OF THE DIVISION ATTENDING DISTRICT BOARD MEETINGS AND SEMINARS AT GLOUCESTER BASE, ONE CAN SAFELY SPECIFY ONE AREA IN WHICH PROGRESS CAN BE NOTED FOR 1967 - THAT OF "MEMBERSHIP PARTICIPATION." by Chub Hill (see photo in later section)

DIVISION VII

DCP JOSEPH L. KRAGER, JR. (VII), HELD A SPECIAL MEETING OF DIVISION OFFICERS AND COMMITTEE CHAIRMAN ON SATURDAY, 4 MARCH 1967 AT CARROLL'S MAINLAND TAVERN, MANAHAWKIN, N.J.

EACH OFFICER AND CHAIRMAN PRESENTED A REPORT OF THEIR CURRENT ACTIVITIES AND FUTURE PLANS.

MR. WALTER BOUCHER, DIVISION SAFE BOATING CHAIRMAN, ANNOUNCED PLANS OF PRESENTING A "SAFE BOATING" SEMINAR ON SATURDAY 8 APRIL 1967, AT 1300 HOURS, PRIOR TO THE REGULAR DIVISION MEETING AT CARROLL'S PUB. PLANS FOR "SAFE BOATING WEEK" WILL BE MADE. TWO AWARDS ARE CONTEMPLATED, ONE FOR THE FLOTILLA AND ONE FOR THE FLOTILLA CHAIRMAN, WHO, IN THE OPINION OF THE JUDGES, PRESENT

THE MOST EFFECTIVE PROGRAM IN THEIR COMMUNITIES.

SEA EXPLORER SHIP 55 WILL BE SPONSORED BY FLOTILLA 71, SOUTH TOMS RIVER, NEW JERSEY AS ANNOUNCED BY VFC CHARLES ORDEMANN, WHO WILL ALSO ACT AS ONE OF THE MATES FOR THE SHIP WHICH WILL BE SKIPPED BY FC ROSS SMITH. THE SHIP IS A 46 YEAR OLD YACHT WHICH IS MAINTAINED BY THE BOYS. THE SHIP MEETS EVERY MONDAY EVENING AND ANY BOYS WHO ARE 14 IN THE 9TH GRADE OR 15 IN ANY GRADE, ARE ELIGIBLE.

WITH THE COAST GUARD AUXILIARY SPONSORING THE UNIT, THE BOYS WILL HAVE MORE OPPORTUNITIES TO LEARN PRACTICAL SEAMANSHIP AND HAVE THE OPPORTUNITY IN THE FUTURE WHEN THEY REACH 17 YEARS OF AGE TO JOIN THE FLOTILLA AS REGULAR MEMBERS.

THIS IS THE ONLY SEA SCOUT UNIT SPONSORED IN OCEAN COUNTY BY A USCG-AUX FLOTILLA.

FLOTILLA 76, WILL BE STARTING THE 'AUXOP PROGRAM' FOR TEN OF ITS MEMBERS ON MARCH 18 1967. THE PROGRAM WILL BE CONDUCTED BY FC WALTER KRAMER AND FTO, VICTOR STABOLEPZY. CLASSES WILL BE HELD TWICE A MONTH, DATES TO BE ANNOUNCED IN ADVANCE. ANY MEMBER OF THE AUXILIARY INTERESTED IN TAKING PART IN THIS PROGRAM MAY JOIN THE MEMBERS OF FLOTILLA 76.

sig/ Marie Semet SO VII

DIVISION VIII



'FIRST CLASS OF 1967'

FLOTILLA 81, OCEAN CITY, NEW JERSEY REPORTS TWELVE OF THE LOCAL CITIZENS TAKING THE 8 LESSON BASIC QUALIFICATION COURSE.

NOTE THE RATHER NOVEL SETUP FOR THE STUDENTS...AND FURTHER, NOTE THE MATERIAL POSTED ABOUT THE ROOM. LOOKS LIKE THESE FOLKS HAVE A REAL SOLID SETUP.

FLOTILLA STAFF OFFICER, PUBLIC RELATIONS ERIC MITCHELL DID NOT IDENTIFY THOSE GOOD STALWORTH GENTS IN THE BACKGROUND BUT ID HAZZARD A GUESS THAT THE SKIPPER OF 81, HIS VICE COMMANDER, AND THE HARD WORKING MEMBER OF ANY FLOTILLA (THE TRAINING OFFICER) WITH INSTRUCTORS MAKE UP THE GROUP.

DIVISION IX

DIVISION IX "CHANGE OF WATCH" BANQUET WAS HELD AT THE SCRANTON CLUB AND A GOOD TIME WAS HAD BY THOSE WHO ATTENDED, THANKS TO FC HENRY FULLER (94) AND HIS COMMITTEE. THE DIVISION OFFICERS HONORED WERE: HARRY BEERS, CAPTAIN; CARL KENNEDY, VICE CAPTAIN, AND LUTHER LONGENBERGER, TRAINING OFFICER, AND EACH OF THOSE MENTIONED ARE NOW SERVING THEIR SECOND TERM.

NEXT PAGE, PLEASE

CONTINUED FROM PAGE #6, COL II

OUR MANY THANKS TO PAST COMMANDER WILLIAM HOWELL, WHO HAS SERVED WELL FOR THE PAST TWO YEARS AS COMMANDER OF FLOTILLA 94, AND WHO HAS NOW BEEN SUCCEEDED BY HENRY S. FULLER. WELCOME ABOARD!

THE DIVISION AWARDS, ONE FOR MEMBERSHIP AND ONE FOR COURTESY MOTORBOAT EXAMINATIONS WERE PRESENTED TO FLOTILLA 92 AND ACCEPTED BY COMMANDER SHELDON BENNETT.

CERTIFICATES OF ACHIEVEMENT WERE PRESENTED TO PHILIP HEYCOCK, EDGAR MORRIS, JOSEPH MUCHLER, HAROLD WILLIAMS, RAYMOND MC GARRY, JUDSON HAZEN, LELSIE PARRY AND JOHN WHALEN FOR ACTIVE PARTICIPATION AS INSTRUCTORS AND COURTESY EXAMINERS.

sig/ Leslie E. Parry
SO-PUBLIC RELATIONS

DIVISION X

↓↓↓↓↓↓

DIVISION XI

COMMENCING IMMEDIATELY, HAM, OLD BUDDY! DID NOT GET THE POINT OF YOUR REPORTS...DO NOW!

HOPE FC ACHEY MANAGED TO MAKE IT BACK FROM FLORIDA IN GOOD SHAPE. HOW LONG DID HE HOLD ON TO THAT FLORIDA TAN?

20 FEBRUARY 1967 SAW 43 PEOPLE COMPLETE THE TWENTY TWO WEEK BQ COURSE AND JOIN THE AUXILIARY.

DIVISION XI CONDUCTED CE SEMINARS ON THE 27TH OF FEBRUARY AND THE 6TH MARCH TO RE-QUALIFY EXISTING 'CE'S' AND TO EXAMINE PROSPECTIVE CE'S FOR THE 1967 PERIOD. WE HAD 49 PEOPLE ATTEND THESE TWO SEMINARS AND FORTY THREE EXAMINED TO BECOME EXAMINERS FOR 1967. TWENTY OF THESE NEW CE'S WERE FROM OUR NEW BQ CLASS!

HELLO DADDY! "SKIP" WANINGER, FTO 11-2, WAS APPOINTED "OFFICIAL PHOTOGRAPHER" BY DCP HANDLING, TO PHOTOGRAPH ALL WORTH WHILE ACTIVITIES OF THE DIVISION, AND TO SEE THAT TOPSIDE GETS PHOTOGRAPHS EVERY SINGLE ISSUE.

DIVISION HELD ITS SECOND ANNUAL CHANGE OF WATCH & GRADUATION CEREMONIES AT THE GREEN VALLEY COUNTRY CLUB 17 MARCH 1967. 160 MEMBERS ATTENDED THIS FESTIVE OCCASION AND AN ENJOYABLE EVENING WAS HAD BY ALL.

AIM CHAIRMAN VCP REAGAN REPORTS THAT ALL SCHOOLS IN BERKS COUNTY HAVE BEEN CONTACTED BY COMMITTEE MEMBERS.

WORD HAS BEEN RECEIVED FROM DIVISION I THAT TWO OF OUR FACILITIES HAVE BEEN ACCEPTED TO PARTICIPATE IN THE UPPER CHESAPEAKE BAY PATROL.

THIS DIVISION WILL CONDUCT A "SHAKE DOWN CRUISE" (CRUISERS) TO THE BALTIMORE YACHT CLUB ON 17 - 18 JUNE

DIVISION TRAINING OFFICER HAS MADE A PROPOSAL TO MAINTAIN A "TELEPHONE LOG" AT OUR TRAINING BASE TO EVALUATE ALL THE INFORMATION THAT IS PASSED ON TO THE PUBLIC FROM OUR BASE TELEPHONE.

DIVISION XII

IF THE NECESSARY PAPER WORK CAN BE COMPLETED BY 16 FEBRUARY 67 THIS DIVISION WILL HAVE A NEW FLOTILLA.

MEMBERS OF 12-2 HAVE BEEN WORKED OUT AND HAVE VOTED TO DEVIDE INTO TWO FLOTILLAS. THE DETAILS HAVE BEEN WORKED OUT BY A VERY ABLE COMMITTEE. THESE HAVE BEEN ACCEPTED

BY THE MEMBERS. THE OFFICERS FOR BOTH UNITS HAVE BEEN ELECTED AND NOW AWAIT THE APPROVAL OF THE DIRECTOR.

OFFICERS FOR 12-2 WILL BE CALVER H. EVERETT (FC), BRUCE L. CARLSON (FVC), DONALD AALDERS (FTO). 12-2 WILL HAVE TWENTY FIVE MEMBERS.

OFFICERS FOR 12-5 WILL BE JOHN J. COOPER (FC), DR. RICHARDSON GLIDDEN (FVC), GEORGE HUNT (FTO). THIS FLOTILLA WILL HAVE THIRTY ONE MEMBERS.

THE MEMBERS OF 12-2 DO MOST OF THEIR BOATING ON WATERS OF THE CHESAPEAKE BAY AREA. THE MEMBERS OF 12-5 DO THEIR BOATING ON DELAWARE WATERS.

THE PUBLIC EDUCATION COURSE (8 LESSON) HAS FORTY ENROLLEES. BOTH UNITS WILL BE ACTIVELY SOLICITING MEMBERS FROM THIS GROUP. BASIC QUALIFICATION CLASSES WILL FOLLOW IMMEDIATELY. BOTH FLOTILLAS EXPECT TO ADD SEVERAL NEW MEMBERS.

sig/ Marvin N. Ruff
DCP XII

Ed's Note: Marve, Yogie is in error in not printing this before this time. Sorry, but this will happen from time to time....went.

END DIVISION NEWS

↓↓↓ FIRST SUMMER RENDEZVOUS ↓↓↓

THIS YEAR THE THIRD DISTRICT SOUTHERN AREA AUXILIARY WILL AGAIN HOLD ITS FIRST SUMMER RENDEZVOUS AT THE NORTH EAST RIVER YACHT CLUB, NORTH EAST, MD., ON 18, 19 & 20 OF AUGUST.

ACTIVITIES PLANNED FOR THE WEEKEND WILL BE, IN GENERAL, AS FOLLOWS:

FRIDAY NIGHT: COMMODORE'S WELCOME ABOARD, FROM 2000 TO 2400 HOURS.

'DRESS'...INFORMAL - GET ACQUAINTED NIGHT!

SATURDAY (AM): SLEEP LATE *yes yes yes* 9⁰⁰

SATURDAY (PM): STARTING ABOUT 1330 HOURS, HOT DOGS, HAMBURGERS AND SOFT DRINKS....SWIMMING.

CERTAIN HIGH CLASS ENTERTAINMENT AT CLUB AROUND 1600 HRS. OTHER STRANGE ENTERTAINMENT BEING PLANNED.

COCKTAILS IN CLUB AT 1800 HRS, AT YOUR EXPENSE. BUFFET DINNER (FULL RANGE OF GOODIES) AT 1900 HRS.

DANCING FROM 2100 HRS TILL (?)

SUNDAY: TRANSPORTATION AVAILABLE TO CHURCH SERVICES...REST OF DAY YOU ARE ON UR OWN.

NOTE: NO REGISTRATION FEE. THE \$ 6.00 PER PERSON COVERS SATURDAY CHARCOAL FEAST, ENTERTAINMENTS, SWIMMING, DINNER & DANCING. CHILDREN UNDER TWELVE \$ 2.50 EACH.

FOR YOUR RESERVATION FORM, PLEASE TURN TO PAGE TWENTY, COLUMN TWO.

THE AUXILIARY DIVISION

The Auxiliary division organization normally consists of five or more flotillas under a central head, the division captain (abbrev. "DCP"). As this is written, the national strength is 870 flotillas and 124 divisions, which gives an average division strength of seven flotillas. Just about the maximum number is, or was, twenty flotillas in the 9th District's Division XXII. This is a very large number of flotillas for the captain and his officers to handle. However, in a large city or metropolitan area more flotillas can be watched over, visited and administered than when they are scattered over a wide area. Personal visits, such as for trouble shooting, are easier, phone calls are local, and flotilla commanders find it easier to attend frequent division meetings. Also, the division captain has within easy reach his division vice captain (abbrev. "VCP"), division training officer (abbrev. "DTO") and members of the division staff.

Depending upon the ability of the capt. and the size of the division area, a split may be ordered when the flotillas number twelve or more, with some of them grouped into a newly established division. The Director of Auxiliary, a Coast Guard Officer who is the Coast Guard District Commander's staff officer, and the District Auxiliary Commodore may not always be too ready to recommend to the Admiral that such a new division be established. They have in mind "too many chiefs, too few Indians." A Division Captain (chief), two sub-chiefs (the vice captain and training officer) as many as six staff officers ("medicine men") for its headquarters. That's nine good men who, theoretically, will not be as productive in carrying out the Auxiliary's programs as they were when they were just "Indians." Actually, it isn't that bad, for in most cases they do about the same work in Courtesy Examinations, assists, and instructing the public that they did before they became part of the new division headquarters. Nevertheless, running a division does take considerable administrative work....paperwork, in other words. In many cases we find that a small division will have a smaller staff than authorized, with some members of the reduced staff doubling up on jobs, or the vice captain and training officer each assuming a staff function in addition to their other duties.

Staff officers, appointed by the captain shall be officers for Public Education, Courtesy Examination, Operations, Publications, Public Relations and Secretary-treas.

Sometimes unusual circumstances make it necessary to depart from the "book", the Auxiliary Manual, CG-305. Should it be necessary to disestablish one of five flotillas in a division it would probably be poor policy to tag the remaining four into another going division and disestablish the undersrength one. It would behoove the captain of the latter outfit to get to work and establish another flotilla within his area of responsibility, and get back to authorized strength.

A group of three or four flotillas, isolated not from each other, but from the rest of the Auxiliary's forces, would need some central leadership and it might be more desirable to head them up with a division headquarters of reduced strength rather than try to administer, instruct and encourage them from the distant district quarters and the District Commodore.

A number of flotillas isolated from each other might not even be within a division. It would be too difficult to get the flotilla commanders together for board meetings and for the required division elections. In such case the vice commodore...but usually a rear commodore, is selected to handle the flotillas as a group, visiting them at intervals and helping them directly. The 12th District is one with such a situation (Yachting, Mar., 1965, "the Roving Rear").

This can be a tough job. He - or she, as in the 12th District the current R.R. is Rear Commodore Margaret Larson - must know all the answers and usually has no staff assistants, except perhaps a secretary. The R.R. cannot rely on the presence of a knowledgeable staff specialists to answer a question of detail.

Elections for the three-division elected officers are held annually, with a meeting of the Division Board. The Board shall consist of the captain, the immediate past captain, the vice captain, the training officer and each flotilla commander in the division. The last named has but one vote regardless of the flotillas size. The District Commodore is an ex-officio voting member of this Board.

Eligible for the office of captain and vice captain are, subject to the Directors approval, the immediate past captain - yes, he may return again - all past elected members of the Division Board who have been active in the Auxiliary for the year preceding the election and all regularly elected flotilla vice commanders who have served one full year of such service. In order that the division training officer be the best qualified person for the job, any member in the division is eligible for that office. The Captain and vice captain shall not be eligible for more than two successive terms in their respective offices.

And the division captain is a member of the District Board in much the same way as flotilla commanders are members of the Division Board.

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During the pacific phase of World War II a rookie American bomber pilot landed his plane on an aircraft carrier.

An officer met him as the pilot climbed out of the plane.

"I sank a destroyer on my first run!" boasted the pilot.

"Velly nice, Yenkee," returned the officer. "But you just made one velly bad mistake."

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CONCLUSION OF THE "COMMODORE IV" STORY

otherwords in approximately one hour...is this correct...over"

"That is correct...that is correct...over."

"This is Cape May Radio....roger..out."

"Stand by this frequency...out."

"Okeedoak."

ABOUT ONE HALF HOUR PASSES

"Commodore 4....Commodore 4, this is Coast Guard Cutter Cape Kowanda...Coast Guard Cutter Cape Kowanda...over."

"The Commodore 4 back to the Coast Guard Cutter....yes I read you fine...over."

"Commodore 4, this is Coast Guard Cutter Cape Kowanda...request to know your bearings and your distance from Five Fathom Light Ship...over."

"Commodore 4, back....we just passed the lightship about five minutes ago and we are going Nor-West towards Cape May...over."

"Commodore 4, this is Coast Guard Cutter Cape Kowanda...request a long count this frequency...over."

"Commodore 4 back, I did not read you that time...over."

"Commodore 4, this is Coast Guard Cutter Cape Kowanda...request a short count from one to five and back again...over."

"Commodore 4, back....1, 2 3 4 5 5 4 3 2 1...over."

"Commodore 4, this is Coast Guard Cutter Cape Kowanda...we have an RDF bearing on you and we have you on Radar...we believe you are about five miles away from you...we are heading right for you now...over."

"Ah...ah...I will check my radar and see if I can find you...over."

"This is Coast Guard Cutter Cape Kowanda...roger...out."

"Commodore four back...yes we see you on our radar at about six miles nor west of us...over."

"The Commodore 4, this is Coast Guard Cutter Cape Kowanda....roger on that...out."

"Through with the Coast Guard Cutter. Commodore 4, this is Coast Guard Cutter Cape Kowanda...over."

"Commodore 4 back to the Coast Guard Cutter."

"Vessel Commodore 4, this is the Coast Guard Cutter Cape Kowanda...request you give me one more count, 1 to 5 and back again, over."

"1 2 3 4 5 5 4 3 2 1over"

"Commodore this is the Coast Guard Cutter Cape Kowanda...we have an RDF bearing on you now...we are approximately four or five miles from you now...over."

"That is correct...I can see you on the radar...over."

"Vessel Commodore 4, this is Coast Guard Cutter Cape Kowanda...no further traffic at this time...stand by on 2182...out."

"Roger, I will do that...over and clear."

Vessel Commodore 4, this is Coast Guard Cutter Cape Kowanda...over."

"The Commodore 4 back to the Coast Guard Cutter Kowanda...I read you, over."

"Vessel Commodore 4, this is the Coast Guard Cutter Cape Kowanda...do you have us in sight...do you have us in sight, over."

"Ah...there's a boat about two miles...about two miles from us...right ahead..I can see the light now....over."

"We are going to blink our light...request to see if you see it, over."

"Ah...the Commodore Four back...yes I see your lights...I see the light flashing...over"

"Vessel Commodore 4, this is Coast Guard Cutter Cape Kowanda....roger...we are going to make our approach on you...request you cut your speed and head into the sea...request you stop your speed and head into the sea....over."

"Roger, I will do that, over."

"This is Cutter Cape Kowanda...we are going to make our approach on your starboard side...on your starboard side...over."

"Roger, I will turn her around now...over."

"This is Cutter Cape Kowanda...roger..also, is your starboard side clear...over."

"Commodore four back...we have a rake laying on my deck but the rails are clear. there is nothing in the way on the rails...over."

"This is Coast Guard Cutter Cape Kowanda...roger...request to know if your rigs, or anything, will that make it hazzardous for boarding or leaving the boat."

"I did not recieve you that time, come back again, please."

"Vessel Commodore 4, this is Coast Guard Cutter Cape Kowanda...we are going to make an approach on you now...no further traffic at this time...out."

"Roger."

* * * * *

Note: Yogie, during his visit to Cape May at the rendezvous, had occasion to speak to the skipper of the Kowanda and asked him the final outcome of this SAR.

You folks who still have the last issue of this rag can get a good look at skipper of the Kowanda by referring to the 'funny page' and noting the bottom right picture. That good clean looking specimin in the center of the group, complete with teeth a flashing, is the man.

Talked with him about this venture and he tells me that they were successful in getting the sick man aboard, with no mishap coming or going, and that the man did have the mumps, did recieve treatment aboard the Kowanda enroute to the base, and did finally recover, and is presently back at his job aboard the Commodore 4.

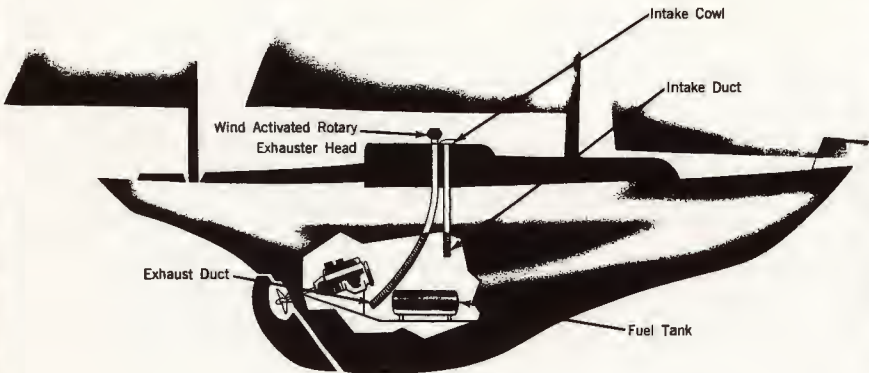
The reasons why 'yogie' put this in as center copy is two fold, to wit:

1. It is an excellent example of the protection the United States Coast Guard provides to those at sea and call for help. A better way to put it would be 'an example of HUMANITY, upon which those in the Coast Guard dedicate their very lives.

2. You have got to have something missing, topside, not to see what value a radio has aboard your own boat. Without a radio this man in the story would have long since met his maker. Think about this when you decide to poke your nose out in uncertain weather...as the saying goes, IT COULD BE YOU THE NEXT TIME!

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Recommend electric exhaust blower to be installed outside of compartment to be ventilated unless the motors are of the sealed or arcless type. If a power exhaust system is not installed the engine compartment should be opened prior to each starting of the engine.



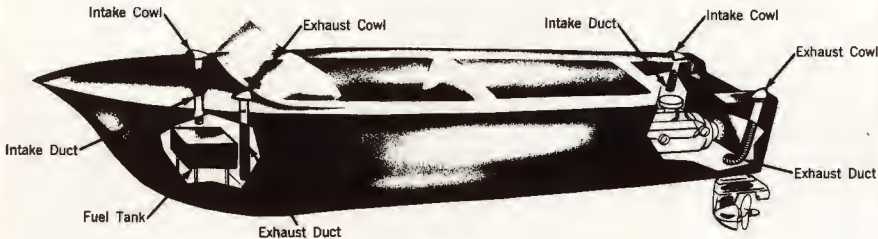
MOTOR SAILER (Auxiliary)
2. Athwartships Arrangement

Recommend electric exhaust blower to be installed outside of compartment to be ventilated unless the motors are of the sealed or arcless type. If a power exhaust system is not installed the engine compartment should be opened prior to each starting of the engine.



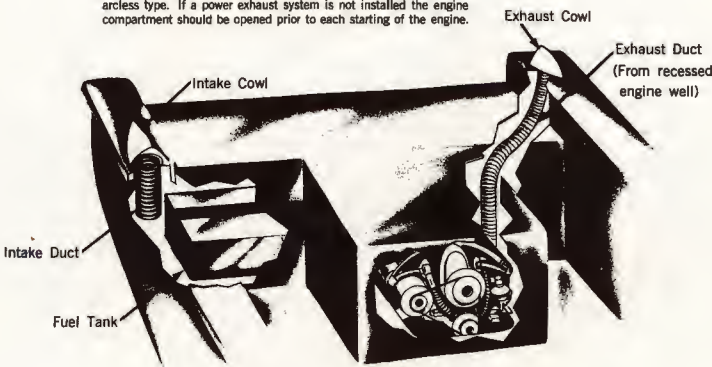
MOTOR SAILER (Auxiliary)
1. Fore and Aft Arrangement

Recommend electric exhaust blower to be installed outside of compartment to be ventilated unless the motors are of the sealed or arcless type. If a power exhaust system is not installed the engine compartment should be opened prior to each starting of the engine.

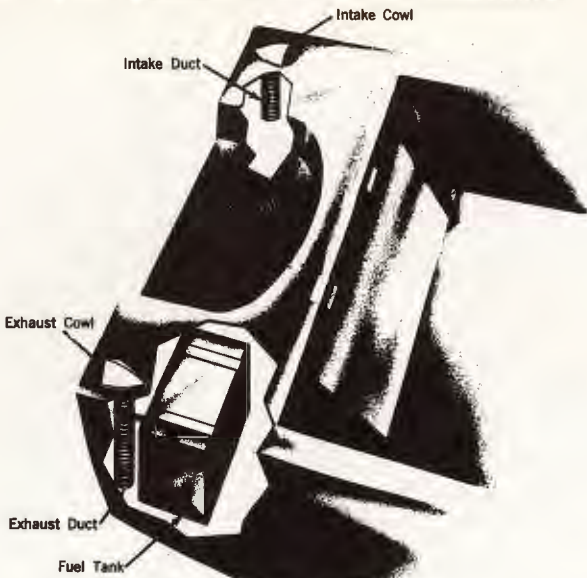


INBOARD-OUTBOARD STERN DRIVE
Separate Fuel Tank and Engine Compartments

Recommend electric exhaust blower to be installed outside of compartment to be ventilated unless the motors are of the sealed or arcless type. If a power exhaust system is not installed the engine compartment should be opened prior to each starting of the engine.

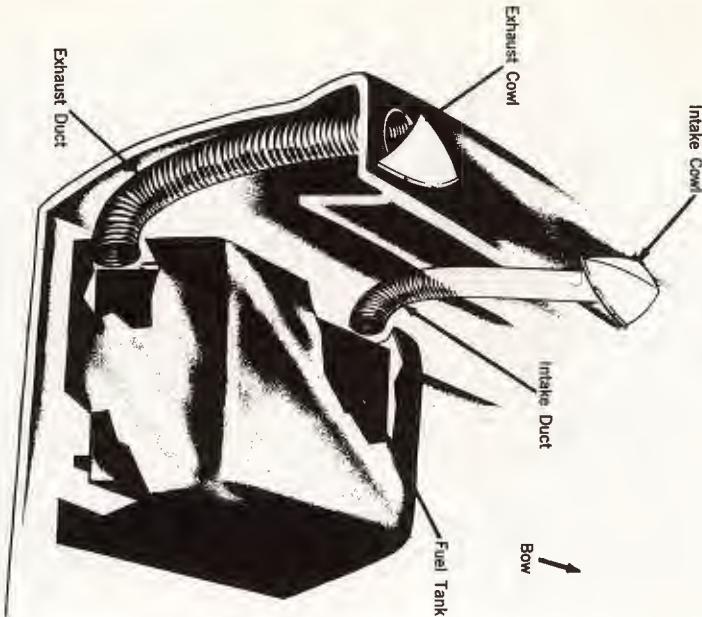


INBOARD-OUTBOARD STERN DRIVE
Combined Fuel Tank and Engine Compartments



UNDERTRANSOM FUEL TANK COMPARTMENT (Outboard)

UNDERSEAT FUEL COMPARTMENT



Wind Activated Rotary Exhauster Head (Equivalent to Cowl)



Recommend electric exhaust blower to be installed outside of compartment to be ventilated unless the motors are of the sealed or arcless type. If a power exhaust system is not installed the engine compartment should be opened prior to each starting of the engine.

INBOARD CABIN CRUISER

TABLE 1
ONE INTAKE AND ONE EXHAUST SYSTEM

Net Volume (cu.ft.)	Min. Inside dia. for each (inches)	Area sq. in.
Up to:		
8	2 1/4	3
10	2 1/2	4
12	2 3/4	5
14	3	6
17	3 1/4	7
20	3 1/2	8
23	3 3/4	10
27	4	11
30	4 1/4	13
35	4 1/2	14
39	4 3/4	16
43		19
48		20

TABLE 2
TWO INTAKE AND TWO EXHAUST SYSTEMS

Vessel beam (feet)	Min. Inside dia. each duct (inches)	Area (sq. in.)
7	3 1/4	7
8	3 1/2	8
9	3 1/2	9
10	3 1/2	10
11	3 3/4	11
12	4	12
13	4 1/4	13
14	4 1/4	14
15	4 1/2	15
16	4 1/2	16
17	4 1/2	17
18	5	18
19	5	19

QUESTIONS AND ANSWERS ON VENTILATION ↓

- Q. DO YOU REALLY FEEL THAT ALL THIS STUFF ON VENTILATION IS NECESSARY?
- A. YES. ACCIDENT REPORT STATISTICS SHOW THAT FIRES AND EXPLOSIONS ARE THE LEADING CAUSE OF PROPERTY DAMAGE (AND INCREASING AT ABOUT 10 TIMES THAT OF BOATING GROWTH) ARE THE SECOND MOST FREQUENT CAUSE OF PERSONAL INJURIES (MORE THAN 1/5 OF ALL REPORTED INJURIES; 50 PERCENT MORE THAN IN 1960), AND ARE THIRD PLACE AS THE CAUSE OF ALL REPORTED ACCIDENTS. ROUGHLY, 65 PERCENT OF ALL FIRE AND EXPLOSION ACCIDENTS ARE ATTRIBUTED TO THE VESSEL; ONLY 31 PERCENT TO THE OPERATOR.
- Q. GEE, YOU'VE REALLY LOOKED INTO THIS, HAVEN'T YOU?
- A. WE'VE NOT ONLY LOOKED AT OUR BOATING ACCIDENT STATISTICS BUT WE'VE STUDIED OUR SEARCH AND RESCUE CASES. IN OUR NEW YORK DISTRICT WE FOUND THAT ASSISTANCE WAS RENDERED TO MORE BOATS THAT HAD FIRES AND EXPLOSIONS THAN TO THOSE THAT RAN OUT OF FUEL...AND YOU KNOW HOW COMMON THAT IS!
- Q. WHAT VESSELS ARE SUBJECT TO COAST GUARD VENTILATION REGULATIONS?
- A. UNINSPECTED MOTORBOATS AND MOTOR VESSELS WHICH USE FUEL HAVING A FLASH POINT OF 110°F OR LESS, AND ARE CONSTRUCTED OR DECKED OVER AFTER 25 APRIL 1940, EXCEPT "OPEN BOATS."
- Q. I GIVE UP: WHAT TYPES OF FUEL HAVE A FLASH POINT OF 110°F OR LESS.
- A. GASOLINE AND ALCOHOL.
- Q. WHAT ABOUT DIESEL FUEL?
- A. ORDINARY DIESEL FUELS HAVE A FLASH POINT OF OVER 110°F, BUT SOME WINTERIZED DIESEL FUELS MAY HAVE A FLASH POINT UNDER 110°F.
- Q. WHAT ABOUT A DIESEL PROPELLED BOAT WITH A GASOLINE AUXILIARY GENERATOR?
- A. IT USES A FUEL HAVING A FLASH POINT OF 110°F OR LESS AND, THEREFORE, REQUIRES VENTILATION. PROPULSION BY SUCH FUEL IS NOT THE CONTROLLING FACTOR.
- Q. THEN THE REQUIREMENT APPLIES TO COOKING AND HEATING FUELS TOO?
- A. IT DOES, BUT A PRUDENT PERSON DOES NOT USE GASOLINE FOR COOKING OR HEATING WITHIN A COMPARTMENT. ALCOHOL FUMES ARE HARD TO ENTRAP BECAUSE THEY ARE LIGHTER THAN AIR.
- Q. WHAT ABOUT LIQUID PETROLEUM GAS (LP)?
- A. IT IS ONLY USED FOR COOKING AND HEATING, SO ONLY THE COMPARTMENT COVERED BY THE REGULATIONS WOULD BE THE STORAGE SPACE. THESE SHOULD BE ON DECK OR IN THE OPEN WITH PROVISIONS FOR LEAKING GASES TO DRAIN OVER THE SIDE.
- Q. WHY DOESN'T AN "OPEN BOAT" NEED A VENTILATION SYSTEM?
- A. BECAUSE, BY DEFINITION, AN "OPEN BOAT" IS ONE WHICH WILL NOT PERMIT ENTRAPMENT OF EXPLOSIVE OR FLAMMABLE GASES WITHIN THE ENGINE OR FUEL TANK COMPARTMENTS, OR IN OTHER SPACES TO WHICH SUCH VAPORS FROM THESE COMPARTMENTS MAY FLOW.

- Q. WHAT DO YOU MEAN "ENTRAPMENT?" WON'T A SAUCER TRAP VAPORS ON A CALM DAY?
- A. ENTRAPMENT MEANS THAT CONSTRUCTION OR ARRANGEMENT WHICH WILL PREVENT THE DISSIPATION OF THE FUMES THROUGH THE SCOURING ACTION OF NATURAL AIR CURRENTS.
- Q. WHAT IS MEANT BY VENTILATION?
- A. THE PASSAGE OR FLOW OF AIR FROM OUTSIDE TO OUTSIDE THROUGH THE SPACE BEING CONSIDERED.
- Q. I NOTICE THAT THE REGULATIONS ONLY REQUIRE TWO VENTILATOR DUCTS FOR EACH COMPARTMENT. DOES THAT MEAN THAT TWO VENTILATOR DUCTS WILL SATISFY THE FEDERAL REQUIREMENTS ON ALL BOATS?
- A. CERTAINLY NOT ON ALL BOATS IF YOU CONSIDER THE WORD "EFFICIENT." WHEN THE REGULATIONS SPECIFY "AT LEAST TWO VENTILATOR DUCTS...FOR THE EFFICIENT REMOVAL OF EXPLOSIVE OR FLAMMABLE GASES," THEY ESTABLISH A BASIC MINIMUM OF ONE INLET AND ONE OUTLET DUCT, WHICH IS NOT NECESSARILY AN OPTIMUM OR EVEN AN ACCEPTABLE CONFIGURATION. IN A SMALL COMPARTMENT TWO DUCTS MAY PROVIDE AN EFFICIENT SYSTEM, HOWEVER, IN A LARGER VESSEL, FOR EXAMPLE, A CABIN CRUISER, THERE ARE MANY AREAS WHERE GASES OR VAPORS MAY ACCUMULATE AND ADDITIONAL VENTILATOR DUCTS ARE REQUIRED TO SCOUR THESE AREAS AND CARRY AWAY THE VAPORS.
- Q. THE KEY WORD SEEMS TO BE "EFFICIENT". HOW DO I KNOW WHAT YOU MEAN BY THAT? IT SEEMS LIKE NO TWO ENGINEERS EVER AGREE ON THAT POINT.
- A. TRUE. "EFFICIENT" CANNOT BE DEFINED FOR IT IS A RELATIVE THING. IT SERVES A USEFUL PURPOSE IN THE REGULATIONS, HOWEVER, IN SPITE OF THE TROUBLE IT GIVES US, BECAUSE IT DOES PERMIT THE ENFORCEMENT OFFICER TO EXERCISE JUDGMENT BASED ON HIS OBSERVATIONS. AT LEAST WE CAN ELIMINATE RIDICULOUS VENTILATION SYSTEMS WHICH ARE OBVIOUSLY INEFFICIENT SUCH AS USING GARDEN HOSE, OR 1" COPPER TUBING, OR, AS ONE FELLOW SUGGESTED, SPAGHETTI!
- Q. CAN'T YOU LIMIT THE ENFORCEMENT OFFICERS DISCRETION MORE THAN THAT?
- A. YES, WE HAVE. ANY VENTILATION SYSTEM THAT MEETS THE CURRENT BOAT BUILDING INDUSTRY STANDARDS, WHICH WE HAVE DESCRIBED IN A PAMPHLET THAT IS BEING WIDELY DISTRIBUTED, WILL BE CONSIDERED TO HAVE AN EFFICIENT SYSTEM. IF INLET AND OUTLET DUCTS ARE NOT INSTALLED, OR ARE NOT FITTED WITH COWLS OR THEIR EQUIVALENT, THE SYSTEM WILL NOT BE CONSIDERED EFFICIENT. BETWEEN THESE LIMITS THE OWNER WILL HAVE TO CONVINCE THE ENFORCEMENT OFFICER THAT HIS BOAT'S VENTILATION SYSTEM IS REASONABLY EFFICIENT OR MAKE IMPROVEMENTS.
- Q. MAYBE IT WOULD HELP IF I UNDERSTOOD THE FEATURES AND PRINCIPLES OF A VENTILATION SYSTEM BETTER THAN I DO NOW. WHAT IS MEANT BY A COWL AND WHAT DOES IT DO?
- A. A COWL ON AN INLET DUCT IS A FITTING WHICH WILL SCOOP UP AIR AND DIRECT IT INTO AND THROUGH THE DUCTING, A COWL ON AN EXHAUST DUCT IS A FITTING WHICH WILL DEVELOP A PARTIAL VACUUM IN THE OPENING TO INDUCE THE AIR INSIDE TO FLOW OUT.
- Q. WHAT IS MEANT BY AN EQUIVALENT?

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- A. AN EQUIVALENT, REFERRING TO A COWL, WOULD BE A FITTING, SHAPE, OR DEVICE WHICH WOULD INDUCE THE FLOW OF AIR THROUGH THE DUCTS AT LEAST EQUAL TO THAT OF A COWL. A WIND ACTUATED EXHAUSTER HEAD IS A GOOD EXAMPLE OF AN EQUIVALENT FOR A COWL ON THE DISCHARGE TERMINAL OF AN EXHAUST DUCT.
- Q. WOULD A LOUVER HAVING A CROSS SECTIONAL OPEN AREA GREATER THAN THE DUCT BE CONSIDERED AN "EQUIVALENT?"
- A. IT IS NECESSARY TO CONSIDER THE CONSTRUCTION AND MOUNTING OF THE LOUVER. THERE ARE MANY EXTERNAL SHAPES CALLED LOUVERS. SOME HAVE VANES IN LINE WITH EACH OTHER SUCH THAT THE FIRST VANE SHIELDS THE OTHERS. SOME ARE MOUNTED FORE AND AFT, OTHERS ATHWARTSHIP. SOME HAVE IMPROPERLY INSTALLED PLENUM CHAMBERS THAT IMPAIR THE FLOW OF AIR. STILL OTHERS MAY WORK EFFECTIVELY, ESPECIALLY IN CREATING PARTIAL VACUUMS ON EXHAUST DUCTS. TESTS, HOWEVER, SHOW LOUVERS GENERALLY TO BE MUCH LESS EFFECTIVE THAN COWLS.
- Q. WHY MUST THE EXHAUST DUCT EXTEND TO THE LOWER PORTION OF THE BILGE?
- A. TO PICK UP THE HEAVIER THAN AIR GAS VAPORS THAT TEND TO SETTLE TO THE BOTTOM OF COURSE, THE DUCT TERMINAL SHOULD NOT BE SO LOW THAT IT GETS BLOCKED OFF BY BILGE WATER OR IN ANY WAY OBSTRUCTED, BUT OTHERWISE THE CLOSER TO THE BOTTOM THE BETTER.
- Q. WHY MUST THE INTAKE DUCT EXTEND AT LEAST MIDWAY TO THE BILGE OR AT LEAST BELOW THE CARBURETOR LEVEL?
- A. TO INCREASE THE SCOURING EFFECT OF THE DRAFT THROUGH THE COMPARTMENT. IN AN ENGINE COMPARTMENT WHEN THE ENGINE IS RUNNING THE CARBURETOR DEMANDS A TREMENDOUS AMOUNT OF AIR. IF THE INTAKE DUCT WERE TOO HIGH THE AIR WOULD BE DRAWN DIRECTLY INTO THE CARBURETOR WITHOUT SCOURING THE BILGE AREAS.
- Q. BUT WON'T THE CARBURETOR STILL DRAW AIR THROUGH THE INTAKE DUCT?
- A. YES, BUT THE AIR WILL BE DRAWN FROM THE BILGE AREA, AND FUMES WILL BE SCAVENGED IN THE PROCESS. WHEN THE ENGINE IS RUNNING THE WHOLE ENGINE COMPARTMENT MAY BE IN A PARTIAL VACUUM. AIR MAY EVEN BE ENTERING THE EXHAUST DUCTS. THAT SHOULDN'T MATTER. INCIDENTALLY, THE INTAKE DUCT IS NOT INTENDED TO FEED THE CARBURETOR. IT SHOULD NOT BE LOCATED RIGHT ALONGSIDE AS THAT WOULD DEFEAT ITS PURPOSE IN VENTILATING THE SPACE.
- Q. IF INTAKE COWLS OPEN FORWARD AND EXHAUST COWLS OPEN AFT, WHAT HAPPENS WHEN THE WIND IS FROM ABAFT THE BEAM?
- A. THE VENTILATION SYSTEM WILL THEN OPERATE IN REVERSE. IT WON'T BE AS EFFICIENT, OF COURSE, BUT IT WON'T BE HARMFUL EITHER.
- Q. WHAT IF THERE IS NO WIND?
- A. THERE WILL PROBABLY BE SOME SCOURING EFFECT EVEN THEN DUE TO THE CONVECTION CURRENTS THAT MAY DEVELOP. OVER A LONG PERIOD OF TIME THERE IS BOUND TO BE SOME MOVEMENT OF AIR, AND IT DOESN'T TAKE MUCH FOR A GOOD SYSTEM TO WORK. OF COURSE, NO NATURAL VENTILATION SYSTEM ELIMINATES THE SAFETY PRACTICES TO BE

OBSERVED PRIOR TO STARTING THE ENGINES UP AGAIN.

- Q. WHAT ABOUT EXHAUST BLOWERS, SIZES OF DUCTS AND COWLS, ACCEPTABLE MATERIALS AND DETAILS LIKE THAT?
- A. MOST OF THESE PRACTICAL CONSIDERATIONS OF OBTAIN A REASONABLY EFFICIENT AND SAFE VENTILATION SYSTEM ARE COVERED BY THE RECOMMENDED PRACTICES USED IN THE BOAT BUILDING INDUSTRY. WE HAVE TRANSLATED THESE INTO THE EASY TO READ PAMPHLET WHICH I MENTIONED BEFORE. YOU SHOULD FIND IT ANSWERS MOST OF WHICH YOU ARE SEEKING AS TO WHAT YOU NEED FOR YOUR BOAT. NEVER MIND ALL THE VARIABLES...JUST TRY TO PIN DOWN YOUR PROBLEM.
- Q. ISN'T IT TRUE THAT THERE ARE SEVERAL SETS OF STANDARDS, AND THAT THEY ARE INCONSISTENT WITH EACH OTHER.
- A. NOT IN A SAFETY SENSE. FOR INSTANCE, ON STANDARD WAS DESIGNED FOR SMALL COMPARTMENTS SUCH AS FOUND ON CLASS A AND CLASS 1 BOATS. WHEN YOU APPLY THESE TO ENGINE ROOM SPACES ON LARGER BOATS THE DUCTS BECOME UNREASONABLY LARGE...BUT VERY SAFE. ANOTHER METHOD WAS WORKED UP FOR A TYPICAL CABIN CRUISER OF CLASS 2 OR CLASS 3. WHEN SCALED DOWN TO SMALL COMPARTMENTS THE DUCTS BECOME TOO LARGE OR TOO NUMEROUS TO BE PRACTICAL...BUT STILL IT PROVIDES A SAFE VENTILATION SYSTEM. WHERE THESE METHODS "CROSS" IS NEITHER UNREASONABLE OR IMPRACTICAL IN MOST CASES. WE SAY, TAKE YOUR CHOICE...WHICHEVER ONE IS MOST PRACTICAL. THIS ISN'T AN EXACT SCIENCE. LIKE PAJAMAS, WE ARE GOING TO FIND DUCTS THAT ARE SMALL, MEDIUM, LARGE, AND EXTRA LARGE...NOT MEASURED WITH CALIPERS.
- Q. IF MY WIFE DOESN'T KNOW WHAT SIZE PAJAMA I WEAR, HOW IS THE BOARDING OFFICER GOING TO KNOW IF MY BOAT REQUIRES SMALL, MEDIUM, OR LARGE DUCTS? DOESN'T HE FIRST HAVE TO DETERMINE THE NET COMPARTMENT VOLUME...WHATEVER THAT IS?
- A. HE WILL JUST TAKE AN "EYE-BALL" LOOK FOR DUCTS WITH COWLS OR EQUIVALENTS AND JUDGE WHETHER THE DUCTS ARE OF ADEQUATE SIZE FOR THE COMPARTMENT BEING VENTILATED. HIS JUDGMENT WILL BE BASED ON EXPERIENCE, AND SOME RULES OF THUMB.
- Q. WELL, HOW ABOUT SLIPPING ME THE "RULES OF THUMB?"
- A. OKAY, BUT LET'S STICK TO FLEXIBLE TUBING TO KEEP IT SIMPLE. ONE INLET AND ONE EXHAUST DUCT BETWEEN 2" AND 3" DIAMETER COULD BE MADE INTO A SMALL SIZED SYSTEM. ONE IN AND ONE OUT WITH 3" TO 4" DUCTING COULD BE CONSIDERED ADEQUATE FOR A MEDIUM SIZED SPACE. TWO INLET AND TWO OUTLET DUCTS OF 3" TO 4" DUCTING COULD BE USED IN A LARGE COMPARTMENT. TWO OR MORE 5" DUCTS IN AND AN EQUAL NUMBER OUT COULD MAKE UP AN EXTRA LARGE SYSTEM.
- Q. GEE, THANKS. NOW I'M GOING TO TELL MY FRIENDS TO USE 2" DUCTS ON CLASS A BOATS, 3" ON CLASS 1, 4" ON CLASS 2, AND ONE 5" OR TWICE AS MANY 3" ON CLASS 3. SAY, WHY DIDN'T YOU PUT IT OUT THIS WAY IN THE FIRST PLACE?

NEXT PAGE, PLEASE

A. NO, NO, NO! YOU'VE GOT IT ALL WRONG. A SMALL BOAT COULD BE ONE GREAT BIG COMPARTMENT AND A BIG BOAT CAN HAVE MANY SEPARATE SMALL COMPARTMENTS. THERE ISN'T ALWAYS A DIRECT RELATION BETWEEN BOAT SIZE AND COMPARTMENT SIZE. WHAT WE WERE TALKING ABOUT ABOVE WAS A PRACTICAL APPROACH FOR AN ENFORCEMENT OFFICER; TO LOOK AT THE COMPARTMENT SIZE AND COMPARE THE DUCT SIZE. EACH BOAT OWNER IS GOING TO HAVE TO STUDY OUT HIS OWN PROBLEM, USING THE INDUSTRY GUIDES OR SEEKING PROFESSIONAL HELP. IF HE DOES IT RIGHT, HE'LL PASS THE "EYE-BALL" TEST EVERY TIME.

A. IF HE MISJUDGES THE CASE, THE BOATMAN PROBABLY WON'T HAVE ANY TROUBLE IN PROVING IT TO THE DISTRICT COMMANDERS SATISFACTION. WE DON'T EXPECT OUR ENFORCEMENT TEAMS TO GET REAL STICKY ON THIS FOR WE DON'T FEEL THAT IS NECESSARY. WE FEEL THAT, IN THE AGGREGATE, SAFETY WILL BE SERVED EVEN IF WE ARE QUITE TOLERANT IN INDIVIDUAL CASES.

A. THAT'S WHY THE FEDERAL REGULATIONS HAVE BEEN LEFT SO GENERAL...WHY THEY DON'T TRY TO COVER SPECIFIC POINTS IN DETAIL.

Q. JUST ONE MORE QUESTION. IF THOSE TESTS YOU ARE RUNNING CALL FOR SOMETHING DIFFERENT THAN YOU ARE PUTTING OUT NOW, THEN WHAT?

A. THE COMMANDANT HAS ASSURED US THAT IF MORE STRINGENT REGULATIONS ARE REQUIRED IN THE FUTURE, THEY WOULD ONLY BE MADE APPLICABLE TO BOATS SUBSEQUENTLY BUILT.. NOT TODAY'S FLEET.

ANNUAL WINTER CONFERENCE AND AWARDS DINNER
BY:
(Special correspondent)....DSO W.D.TAYLOR

BACK OF A SOUND IS A SILENCE;
BACK OF "AWARD" IS A GIVING...
BACK OF A HAND THAT OBTAINS IT,
IS A SENSITIVE THRILL OF
RECEIVING!

COMMODORE JOHN D. MC INTOSH HOSTED AN OUTSTANDING 'ANNUAL WINTER CONFERENCE', 28 JANUARY, AT THE 'DEFENSE CLOTHING AND TEXTILE CENTER', PHILA., PENNA.

IT WAS A DE-LUXE AWARDS DINNER, THAT CROWDED THE TREMENDOUS OFFICERS OPEN MESS. TWO REAR ADMIRALS ATTENDED, AND MANY OTHER "VIP'S" OF THE OFFICIAL U. S. COAST GUARD, AUXILIARY, STATE AND BRANCH GOVERNMENT OFFICIALS. OUR IMMEDIATE PAST COMMODORE, W. J. GARRY WAS WITH US AGAIN, AND RETURNING C.G. FRIENDS OF LAST YEAR'S WINTER CONFERENCE INCLUDING RADM MARK A. WHALEN, CHIEF OF STAFF, U.S.C.G. AND LDCR EDWARD J. ARD, U.S. C.G., ASSISTANT CHIEF DIRECTOR U.S.C.G. AUX.

WE NEVER SAW A CAPTAIN BECOME AN ADMIRAL SO SUDDENLY, AS LAST YEAR, WHEN CAPTAIN WHALENS APPOINTMENT FROM WASHINGTON WAS ANNOUNCED AT OUR WINTER CONFERENCE (DCO BILL GARRY SAID "IT COULDN'T HAPPEN TO A NICER

FELLOW")....COME ABOARD OFTEN, ADMIRAL...WE
FEEL WE BELONG TO YOU NOW, SINCE YOU STEPPED
FROM "OPERATIONS" INTO CHIEF OF STAFF AT OUR
AWARDS DINNER AND TOPPED OUR 1965 SHOW! SAME
TO YOU CMDR ARD FOR YOU WERE OUR HARDEST
WORKING DIRECTOR, EVER, UNTIL LCDR MASSMAN
GOT OFF HIS SEA LEGS AND STARTED HIS OWN
STRONG CAMPAIGN MOVING.

THOUGH HUNDREDS ATTENDED THIS SESSION, THOUSANDS OF FLOTILLA MEMBERS COULD NOT COME. THIS REPORT IS SLANTED TOWARD THESE ABSENT MEMBERS WHO WILL RECIEVE 'TOPSIDE'. AT BEST, THIS CAN BE ONLY A BRIEF OF THE MANY MEETINGS SIMULTANEOUSLY CONDUCTED.

LCDR MASSMAN AND NAVCO GARRY SPOKE ON AUXILIARY ADMINISTRATION AND PLANS. AUXILIARY PROBLEMS AND THE RELATED SOLUTIONS WERE ALL DISCUSSED. "ALL YOUR BETTER DEEDS SHALL BE IN WATER WRIT" WAS THEIR MESSAGE. LET US NOT FORGET THE REPORTS.... E. FORREST HALLET (PUBLIC EDUCATION) DETAILED PLANS FOR 1967 AND CONCLUDED BY INTRODUCING VCP PERER FUHRMAN AS DSO, PUBLIC EDUCATION OFFICER AND CONFIRMED HIS FURTHER APPOINTMENT TO THE NATIONAL EDUCATION COMMITTEE.

SAFE BOATING WAS CIRCUMNAVIGATED BY VCO JOHN E. JOHANSEN; ODR EDWARD THARP U.S.C.G. RET., ASS'T DIRECTOR OF PENNA FISH COMMISSION; MR. STEVEN FOR CHIEF PETER GANNON OF N.J. NAVIGATION DEPT.; BILL MATTHEWS, JR., CHIEF DEPT OF CHESAPEAKE AFFAIRS WELCOMED OUR GROUP TO MARYLAND; JOSEPH B. WALLS, DIRECTOR OF SHELL FISHERIES OF DELAWARE. A PLAN TO PRESERVE AND IMPROVE OUR WATERWAYS WOULD, IT SEEMS, SUMMARIZES THEIR STATEMENTS.

THE PAST CAPTAINS ASSOCIATION AND THE DISTRICT BOARD HELD THEIR MEETINGS AS WAS SCHEDULED.

A SPLENDID TALK ENTITLED "CHESAPEAKE AND DELAWARE CANAL, YESTERDAY, TODAY AND TOMORROW" WAS GIVEN BY MR. MADDEN, RESIDENT ENGINEER, CORPS OF ENGINEERS, DEPT OF THE ARMY. THIS GIGANTIC WATERWAY CONNECTS THE TWO POPULAR BOATING AREAS OF DISTRICT 3 (SA). WE BELIEVE OTHER WONDERFUL WATERWAYS WILL BE MORE ACCESSIBLE TO THE AUXILIARISTS OF OUR FLOTILLAS IN THE FUTURE THROUGH THE EFFORTS OF THE CORPS OF ENGINEERS.

MEANWHILE, THE LADIES HELD A PROGRAM OF INTEREST AND DELIGHT IN THE LARGE ADJOINING PARLOR. "FLOWERS FOR THE BOAT" GAVE WINIFRED BLOOM AN OPPORTUNITY TO DISPLAY HER AMAZING TALANT AS AN ARRANGER AND SPEAKER. THIS REPORTER SHAMEFULLY ADMITS HE HAD NOT EVER HEARD ANYTHING LIKE IT BEFORE.

REAR COMMANDER HARRY BROWN OF THE U. S. POWER SQUADRON WAS 'ENTERTAINER', AND WARREN MADDEN OF THE ARMY ENGINEERS GAVE HIS C & D TALK. "GAMES SATISFY THE CHILD, BY TALKS LIKE THESE ARE ALL THEIR CARES BEGUILED." BEING NOT SO FAR FROM CHILDREN, OURSELVES...WE FORGOT, ALMOST, OUR JOB (WHAT THE H*#+! WAS THAT ALL ABOUT?).

THE 'DUTCH TREAT SOCIAL HOUR' ARRIVED AND AFFORDED TREMENDOUS RELAXATION. IT WAS ALMOST IMPOSSIBLE TO BUY A COUPLE FOR THE WIFE AND MYSELF AS THE TROOPS WERE STACKED THREE AND FOUR DEEP IN FRONT OF THE BAR. HOSPITABLE WERE THE THREE ROWS IN PASSING THE GROG AND EVEN MORE SO ON THEIR GENEROSITY AS NO ONE WOULD TAKE OUR MONEY...PERHAPS COULDN'T REACH IT!

CHOW CALL CAME TOO SOON, IT SEEMS TO ME,
BUT THERE WERE NO STRAGGLERS. THIS WAS A
PARTY OF LADIES AND GENTLEMEN, SET BEFORE
A GUEST TABLE OF THEIR PEERS. *NEXT PAGE, P. 15*

COMMODORE MCINTOSH, IN HIS USUAL GENTLE WAY, WAS MASTER OF CEREMONIES. WITH REGRET HE ANNOUNCED THE ABSENCE OF ADM. W. J. SMITH U.S.C.G. COMMADANT, AND REAR ADMIRAL J. A. ALGER, JR. USCG WHO HAD URGENT DUTIES IN WASHINGTON. ADM FRANK V. HELMER WOULD SPEAK FOR THE COMMANDANT.

COMMODORE MC INTOSH ALSO ANNOUNCED THE REGRETS OF MR. PETER J. GANNON, NEW JERSEY DEPT. OF NAVIGATION. HIS ASSISTANT, MR. STEVEN, WOULD SUBSTITUTE.

SEATED AT THE HEAD TABLE WERE LCDR JOHN R. MASSMAN USCG (DIRAUX, 3RD DISTRICT (SA), CAPT. A. E. LEWIS USCG (CAPT OF THE PORT, PHILADELPHIA), RCO(E) HAROLD B. HANEY USCG-AUX (CHAIRMAN OF THE EVENT), CAPT. R. C. GOULD, USCG (CHIEF DIRECTOR OF AUXILIARY, WASHINGTON, D.C.), NSO E. FOREST HALLET USCG-AUX (PUBLIC EDUCATION), CAPT. C. B. LAMBERT USCG (CHIEF OF STAFF - 3RD COAST GUARD DIST), NAVCO WILLIAM J. GARRY USCG-AUX, RADM MARK A. WHALEN USCG (CHIEF OF STAFF, WASHINGTON), DCO JOHN D. MC INTOSH USCG-AUX ~~yes yes yes~~, RADM FRANK HELMER USCG (CHIEF OF OPERATIONS - WASHINGTON), VCO JOHN E. JOHANSEN USCG-AUX (COMPLETE WITH GALBLATTER), CAPT. JOHN F. THOMPSON USCG (MARINE INSPECTION - PHILA.), AND LAST BUT FAR FROM THE LEAST...LCDR EDWARD (AMEGIO) ARD USCG (ASSISTANT CHIEF DIRECTOR -WASHINGTON).

SEATED WITH THE TROOPS WERE OTHER EQUALLY DISTINGUISHED GUESTS....CAPT R. M. WEST USCG CAPT W. E. WEST USCG, CDR G. L. OAKLEY USCG, LTJG R.L. ('ON BENDED KNEE') JONES USCG, ENS L.E.MEZZA USCG, RCOM H.T.BROWN (USPS), W.H.MADDEN (CORPS OF ENGINEERS), CDR E.D. THARP USCG(RET), J.B.WALLS (STATE OF DEL.), Z.H.STEVEN (STATE OF NEW JERSEY), J.L.KENT (STATE OF NEW JERSEY), BILL MATTHEWS (STATE OF MARYLAND), DCO BILL SCHOELLER USCG-AUX (THIRD, NORTHERN), DCO L. VARS USCG-AUX (DCO-ELECT. NORTHERN AREA).

THE "KEY-NOTE" SPEECH WAS DELIVERED BY REAR ADMIRAL F.V.HELMEER. BRIEFS FROM HIS SPEECH ARE NOTED FOLLOWING....."THIS VERY YEAR, AND IN YEARS TO COME, THE COAST GUARD WILL BE CALLING UPON THE AUXILIARY MORE AND MORE TO ASSIST IN SAFE BOATING THROUGH EDUCATION, COURTESY EXAMINATIONS, PATROLS, SEARCH & RESCUE OPERATIONS, AND OTHER IMPORTANT DUTIES.....A FIRM POLICY OF THE COMMANDANT IS THAT THE USCG NEEDS THE HELP OF THE AUXILIARY. WE WILL CALL UPON YOU, FOR THE COAST GUARD CANNOT FULFILL ALL OF ITS REQUESTS.....YOUR AUXILIARY MEMBERSHIP MUST GROW...IT WILL GROW....THIS MAY BE ACHIEVED BY EVERY MEMBER PARTICIPATING AND IN MEMBERSHIP TRAINING - WHICH IN TURN WILL SECURE GREATER RETENTION OF MEMBERS..... STATISTICALLY, DISTRICT 3 (SA) HAS A SPLENDID RECORD. COMPARE NOVEMBER 1965 WITH NOVEMBER 1966 IN THE FOLLOWING::MEMBERSHIP 2230 vrs 2411, CME'S 12,830 vrs 13,150, P.E.STUDENTS 7,729 vrs 13,430, REGATTA PATROLS 25 vrs 154

.....MOTORBOAT SAFETY COMES NOT FROM
ENFORCEMENT, NOR FROM CME, IT COMES FROM
PUBLIC EDUCATION COURSES.....THE COAST GUARD
AUXILIARY IS CREATING AN IMAGE. IT IS THE
1 BODY FOR BOATING SAFETY.....IT IS AN
HONOR TO BE TAPPED TO JOIN THE AUXILIARY. IT
IS LIKE A FRATERNITY; THE # 1 GROUP HAS THE
PICK OF THE BEST MEN ~~yes yes yes~~. GOOD SERVICE
TO THE PUBLIC WILL RETAIN THIS GOOD IMAGE...
.....THE COAST GUARD AUXILIARY IS POLITICALLY
POWERFUL. SERVICE TO THE PUBLIC IS MAKING IT

SO! LET'S KEEP OUR EYE ON THE GOAL TO GOOD PUBLIC SERVICE. IF DOUBT EXISTS OF THE AUXILIARY'S PRE-EMINANCE, WE HAVE THE STRENGTH (UNUSED, OF COURSE) TO MAKE OR BREAK A MANUFACTURER OF BOATS...."

THE ADMIRAL CONCLUDED WITH THIS STATEMENT WHICH IS A BEAUT....TO WIT:

"REMEMBER! SAFE BOATING IS AUXILIRATED "

YOGIE NOTES: OUR GOOD FRIEND, DSO 'WALLY' TAYLOR TOOK THE LAST MINUTE ASSIGNMENT TO COVER THIS CONFERENCE WITH NO HESITATION. HE AND HIS PHOTOGRAPHER, WILLIAM HAGEMAN, HAVE PRESENTED THE WINTER CONFERENCE WHICH WILL GIVE US 'NON-GOERS' A SECOND THOUGHT ON NEXT YEARS EVENT....THE 'BARES' PERSONAL THANKS IS HEREWITH EXPRESSED. YOU ARE A GOOD GUY, WALLY, AND I LOVE YOU FOR THE TROUBLE YOU WENT TO....THE BARE IS WENT ↓ ↓ ↓ ↓ .

—WALLY'S PHOTO'S WILL APPEAR IN THIS ISSUE

MINIMUM AGE URGED IN ISLAND BOATING.....

'MEASURE TO BAR PERSONS UNDER 14.....'

"KREMER BILL" WOULD BRING NASSAU COUNTY
UNDER OPERATOR LAW.....

HEADLINES....NEW YORK TIMES...26 MARCH 1967

A BILL THAT WOULD BRING NASSAU COUNTY INTO THE MAINSTREAM OF NEW YORK BOAT-OPERATOR LAW IS EXPECTED TO COME UP FOR A VOTE IN THE STATE SENATE NEXT TUESDAY OR WENESDAY.

THE BILL, INTRODUCED LAST JANUARY BY ASSEMBLYMAN ARTHUR L. KREMER (DEMOCRAT OF LONG ISLAND), ALREADY HAS PASSED THE ASSEMBLY. IT WOULD PROHIBIT PERSONS UNDER THE AGE OF 14 YEARS FROM OPERATING MOTORBOATS ON NASSAU WATERS UNLESS ACCOMPANIED BY A PERSON 14 YEARS OLD OR OLDER.

IN ADDITION, ALL YOUNGSTERS BETWEEN THE AGES OF 10 TO 14 WOULD BE REQUIRED TO EARN ONE OF THE CONSERVATION DEPARTMENT BOATING SAFETY CERTIFICATES BEFORE BEING ALLOWED TO OPERATE A MOTORBOAT - EVEN IF ACCOMPANIED BY AN OLDER PERSON.

THESE ARE THE SAME REGULATIONS THAT APPLY NOW TO EVERY COUNTRY IN THE STATE EXCEPT NASSAU AND SUFFOLK. THE TWO LONG ISLAND COUNTIES, WITH THE STATE'S HEAVIEST CONCENTRATION OF PLEASURE BOATS, HAVE PREFERRED TO OPERATE UNDER FEDERAL BOATING REGULATIONS, APPLIED BY THE COAST GUARD, RATHER THAN THE NEW YORK STATE BOATING LAW.

OTHER SECTIONS OF ASSEMBLYMAN D KREMERS BILL CALL FOR MOTORBOATS TO HAVE AT LEAST ONE LIFE PRESERVER ABOARD, AS WELL AS A WHISTLE, ANCHOR, FIRE EXTINGUISHER AND FLAME ARRESTER; PROVIDES FOR THE ARREST OF PERSONS WHO OPERATE A BOAT WHILE INTOXICATED, AND HOLDS OWNERS RESPONSIBLE IF THEIR BOAT BECOMES INVOLVED IN AN ACCIDENT WHILE OPERATED BY A PERSON UNDER THE AGE OF 14 WHO DOES NOT HAVE A SAFETY CERTIFICATE.

THE CERTIFICATES ARE AWARDED TO YOUNGSTERS WHO SUCCESSFULLY COMPLETE A SAFETY COURSE ON BOAT OPERATION. NASSAU AND SUFFOLK ALWAYS HAVE "SUGGESTED" THAT YOUNG OPERATORS IN THOSE AREAS TAKE THE COURSE.

"THE PURPOSE OF THE BILL," ASSEMBLYMAN KREMER SAID, "IS TO MAKE NASSAU COUNTY WATERS SAFE AND TO PREVENT INEXPERIENCED PERSONS FROM OPERATING BOATS THERE."

HE POINTED OUT THAT 125,000 MOTORBOATS ARE BASED IN THE COUNTY.

*****NEXT PAGE, PLEASE*****

THE U. S. COAST GUARD

THE UNITED STATES COAST GUARD, AN AGENCY OF THE TREASURY DEPARTMENT SINCE ITS CREATION AS A "REVENUE FLEET" IN 1790, WILL BECOME PART OF THE NEWLY FORMED DEPARTMENT OF TRANSPORTATION NEXT SATURDAY. IT WILL TRANSFER AS AN INTACT UNIT, WITH NO IMMEDIATE CHANGES IN ITS BASIC STRUCTURE.

THE PRIMARY PEACETIME MISSION OF THE COAST GUARD, OF COURSE INVOLVES THE PROTECTION OF LIFE AND PROPERTY AT SEA. LAST YEAR, THE SERVICE ANSWERED 43,466 CALLS FOR ASSISTANCE, INVOLVING MORE THAN \$ 3.6 BILLION IN PROPERTY AND CARGO. IT SAVED MORE THAN 3,400 LIVES *yes yes yes*

IN THE RECREATIONAL BOATING FIELD, THE COAST GUARD CONDUCTS AN EXTENSIVE PROGRAM OF SAFETY EDUCATION AND LAW ENFORCEMENT.... BESIDES RESPONDING TO DISTRESS CALLS.

"THIS DEDICATION OF SAFETY OFTEN ABOVE AND OVER THE NORMAL CALL OF DUTY," JOSEPH E. CHOATE OF THE NATIONAL ASSOCIATION OF ENGINE AND BOAT MANUFACTURERS SAID IN A LETTER TO ADMIRAL WILLIARD J. SMITH, COAST GUARD COMMANDANT, WHEN THE TRANSFER WAS ANNOUNCED.

ASSISTING THE COAST GUARD IS ITS VOLUNTEER, CIVILIAN ARM, THE UNITED STATES COAST GUARD AUXILIARY. LAST YEAR THE U. S. COAST GUARD AUXILIARY'S 23,232 MEMBERS PROVIDED BOATING SAFETY COURSES FOR MORE THAN 150,000 PERSONS, MADE COURTESY EXAMINATIONS OF 176,259 MOTORBOATS, PATROLLED 4,301 REGATTAS AND SAVED 129 LIVES. *↓*

WELL, TROOPS....YOU CANT ASK FOR A BETTER FREE PLUG THAN THAT ARTICLE....NOW, WHAT WILL YOU DO TO HELP THE CAUSE!IF YOU READ THIS ARTICLE CORRECTLY YOU WILL NOTE THAT MASSAU COUNTY HAS 125,000 MOTORBOATS, AND THE ENTIRE NATION TAUGHT 150,000 COURSES IN SAFE BOATING! GOD, THAT'S AWFUL.

WHAT CAN YOU DO TO HELP INCREASE OUR MEMBERSHIP.

LIP SERVICE, BABY...PLENTY OF LIP SERVICE.. AND KEEP THE FAITH!...FLY YOUR BURGEE! TALK TO YOUR BOATING FRIENDS....DO SOMETHING.....MY OLD MAN, THE BIG BARE, OFTEN SAID "WHERE THERE IS A WILL, THERE IS A WAY"

SLEEP TIGHT, TONIGHT, AND THEN GET UP AND DO IT!

↓ ↓ ↓ ↓

FISHING LINES

Penna Fish Comm.

... TROLLING ...

Trolling is one of the "fish-gettingest" techniques you'll ever use. It doubles the amount of time actually spent in fishing. Unless you dangle a worm or other form of bait, about half of your fishing effort can be non-productive. Fish seldom strike lures in that time-consuming interval between casts and plugs lying in the bottom of a boat while anglers change location are not known for catching lunkers.

The advantages of trolling are many. Your lure is in the water constantly and your on the move. While you're looking for fish, you are also fishing. A long shoreline can be covered in a short period of time, and you will discover those hard-to-locate under-

water weed beds and brush piles where game fish congregate. When you get a strike, stop and start casting.

The first rule to observe in trolling is to get your lure down on the bottom and keep it there. Normally, bottom foods such as crayfish and aquatic insects make up most of the fish's diet. It makes sense, therefore, to fish this food zone. Some periods of the day or season will prove to be exceptions, but generally deep fishing with terminal gear bouncing off rocks and slipping through vegetation pays off.

Choosing the right trolling speed can be boiled down to one word - s l o w . Again, this is not always the case, but it usually proves correct. Change speeds occasionally if your not getting any action; fish respond in a highly unpredictable fashion.

Crank up your outboard, throttle down to a snail's pace and settle back for some rewarding fishing. When in doubt - t r o l l .

It seems somewhat strange that water, a fish's home, should interfere with a fish's vision so much. Water is a rather poor medium for vision even when it is clear, but when it is muddy it restricts a fish's vision to only a few inches. There are certain hours of the day when more light than usual is able to enter the water and it is during these periods when fish see best.

Compared to a man's eye, a fish eye is simple. Instead of producing an image by using both the cornea and the lens, a fish eye can only produce an image with the lens because the cornea is made optically ineffective by water. So the fish eye has a simple lens system, whereas a man's eye has a compound lens system. The "spectacles" that cover the eyes of some fish is only a transparent covering that protects the eyes from dirt in the water.

Since cameras are well known to fishermen it might be a useful analogy to say that a fish eye is like a simple box camera and a human eye is like an expensive camera. In the hands of an expert photographer a box camera would perform quite well. But in the case of vision the "expert" is the brain. And the part of a fish's brain that handles vision isn't very well developed. So even if a fish had better eyes its brain probably couldn't handle visual impressions any better than it does now. As we have seen, the world of a fish is a small one; the fish knows only its surroundings. It doesn't plan for tomorrow; and it hasn't been told about fishermen. So the next time you go fishing make your bait tempting enough - at least from a fish's viewpoint.

You can believe there's more than one fish in the sea, but would you believe some of the oddest names in fishdom?

Take this batch of unlikely handles: boo-hoo, windowpane, puddingwife, tabacco-box, stumpknocker, chilipepper, tattler, sweeper, lookdown, seven-eleven, schoolmaster, Scotch hman and idiot (not one in every crowd).

Or this fine grouping: shovelhead catfish, barndoor skate, flatiron herring, snubnose darter, half-blind goby, three-toothed lamprey, swivelhead pipefish and V-lip redhorse.

NEXT PAGE, PLEASE *if*

CONTINUED FILDM PAGE 416, COL II

And among the freshwater fishes: Chubs, bigeye, thicklip, redeye, bluehead, wild-bill, bluehead and rosyface. Shiners - pugnose, popeye, burrhead, warpaint, taillig and stargazing. Minnows - tonguetied, fat-head, roundnose and tallmouth. Suckers - bridgelip, harelip and flannelmouth.

Other commonplace names include - tree fish, pinfish, hogfish, roosterfish, goat fish, cowfish, balloonfish, combfish, dollar fish, foolfish, rabbitfish, ratfish, and to keep them all clean - the soap fish. To keep them all healthy - the doctor fish and the surgeonfish.

To top them all there's even a Dixieland jazz combo available with the trumpetfish, cornetfish, hornpout, guitarfish and the drum.

Whats in a fishy name ?

BOATING LINES

Penn Watercraft & Fish Commission

WINTER STORAGE

While most boatmen take great care in storing their outboard motor, their boat is often shoved into the backyard and forgotten until next Spring.

If this is your idea of winter storage, your risking serious damage to your boat. Unless the hull is given proper support it can develop a "hook", a concave distortion usually near the stern of the boat. If this happens, you have two alternatives: sell the boat or learn to live with it. The latter is not always easy. Distortions have been known to cut performance, handling and riding comfort by 50 percent. Hull distortions also occur when gear is stored inside the boat, so avoid this.

Before storing yourboat it's smart to perform a little routine maintenance. It should be thoroughly cleaned, inside and out. Ordinary kitchen detergents will take care of most dirt and grime. Marine growths on the hull should be cleaned immediately. If allowed to dry, a job of scrubbing will turn into one of scraping!

All steering cables and pulleys should be checked and, if necessary, cleaned of any corrosion. The same is true for electrical wiring. If permanent fuel tanks are installed, inspect and clean the entire system. Remove the drain plug and bilge pump.

The experts still disagree about the best place to store your boat - inside or outside. A lot depends on the boat. Aluminum and fiberglass hulls are better off in enclosed storage. Wood hulls, which have a tendency to dry out and cause the planks to shrink, are better off outside when normal moisture protects them.

If you select outside storage, make sure the boat is covered with a protective tarp. Provisions should also be made to allow any snow or rain to drain off the covering.

.....YOGIE WOULD BE INTERESTED TO KNOW HOW MANY PASSED THIS TEST 100 PER CENT....

↓ ↓ ↓ ↓

THE REAL 'MC COY'

NAME.....ENS ALLEN H. MC COY
BORN.....3 NOVEMBER 1942
HOME PORT..BOSTON, MASS. (WELLESLEY)
HOBBIES....YACHTING & SAILING
SERIOUS SKIING
EDUCATION..PUNAHOU ACADEMY (HONOLULU)
DARTMOUTH COLLEGE
RIPON COLLEGE
DEGREE....BA (ECONOMICS)
BOATING
EXPERIENCE..DECKHAND ON BARKENTINE (SQUARE RIGGER).
DECKHAND ON 85' & 63' POWERBOAT OUT OF HONOLULU
CREWED ON 63' SCHOONER (MYSTIC) SEAMAN ON R/V "BEAR" FOR WOODS HOLE OCEANOGRAPHIC INSTITUTE
CAPTAIN (47' HUCKINS-"SEA MINK II" OUT OF NEW YORK)
VARIOUS SMALL CRAFT (LONG ILS)

OPENER... "THE "REAL MC COY" (MAC) LOOKS FORWARD TO A REAL PLEASURABLE WORKING EXPERIENCE WITH THE "AUXILIARY." HE HOPES THAT PERHAPS HIS YOUTH, OR AT LEAST ENERGY AND ENTHUSIASM WILL ASSIST IN MAKING THE AUXILIARY AN EVEN FINER ORGANIZATION ALWAYS REACHING OUT TO MORE AND MORE BOATERS. HE ALSO ADDS THAT PERHAPS HE HAS AN ADVANTAGE IN THAT HE HOLDS BOTH THE VIEWPOINT OF A COAST GUARDSMAN AND THAT OF A BOATER."

YOGIE PASSESI *o°q*

THE ASSISTANT DIRECTOR OF AUXILIARY, THIRD COAST GUARD DISTRICT, SOUTHERN AREA, HAS A MESSAGE FOR THE TROOPS...HERE IT IS:

IT WOULD SEEM UNAPPROPRIATE TO MAKE MY FIRST REPORT BY DISCUSSING AUXILIARY MATTERS OF WHICH THERE ARE MANY SUITABLE FOR DISCUSSING. HOWEVER, I WILL TAKE THIS OPPORTUNITY TO DROP SUCH TOPICS AND EVEN REACH THE OTHER EXTREME OF COMPOSING AN "ODE TO AN OPTIMISTIC WIND". (MY GOD, WE GOT AN-OTHER ONE).

A SELF-INTRODUCTION IS APPROPRIATE - AND I SHALL STEER AWAY FROM GLARING STATEMENTS SUCH AS: "YOU CAN OR CANNOT SLEEP SOUNDLY TONIGHT DUE TO THE 'REAL MC COY' BEING IN THE OFFICE." TO BEGIN WITH, I WAS LAUNCHED AS A "BOSTONIAN" ON NOVEMBER 3, 1942 AND HAVE SINCE FOUND MY WAY TO BEING A "YANKEE" FROM VERMONT. ATTENDED "PREP" SCHOOL IN HONOLULU AND THEN ON TO DARTMOUTH COLLEGE AND RIPON COLLEGE FOR MY BA IN ECONOMICS.

MY MAIN INTERESTS INCLUDE YACHTING AND SAILING AND SERIOUS SKIING. THIS INCLUDES BOTH RACING MY OWN "LIGHTNING #5364, AND BEING A MEMBER OF THE "NATIONAL SKI PATROL." ALONG WITH A LONG TIME INTEREST IN SHIPS (AS OBJECTS OF FUNCTIONAL BEAUTY) AND THE SEA, I HAVE HAD CONSIDERABLE BOATING EXPERIENCE.

WHILE RESIDING IN HONOLULU, I CREWED ON A BARKENTINE (SQUARE-RIGGER) AND ON AN 85' AND 63' POWERCRAFT. AFTER SPENDING A SUMMER AS SEAMAN ABOARD THE RESEARCH VESSEL "BEAR" FOR WOODS HOLE OCEANOGRAPHIC INSTITUTE, I MOVED MY REALM OF BOATING TO THAT OF LONG ISLAND SOUND. THERE, I CREWED ON A 63' SCHOONER OUT OF MYSTIC SEAPORT...AND BECAME AN ASSISTING MEMBER OF THE EASTERN LONG ISLAND REGATTA ASSOCIATION. CULMINATING MY EXPERIENCE THERE AS "CAPTAIN" OF A PRIVATE YACHT FOR THREE SUMMERS - A 47' HUCKINS...

CONTINUED, PAGE #3, COL I *o*

PHOTOGRAPHIC TOUR OF WINTER CONFERENCE.....
(PHOTO'S SUPPLIED BY WALLEY TAYLOR AND
HAROLD HANEY ACKOWDGED WITH THANKS)



RADM F.V. HELNER EXTENDS GREETINGS



ED THARP (PENNA FISH COMM) AND
RADN M.A. WHALEN, USCG.



NATIONAL VICE COMMODORE, BILL GARRY
WITH RADN F.V. HELNER, USCG.



LCDR ED (AMIGO) AND PRESENTS TROPHY
TO AUXILIARIST MARIE SEMET.



RADM F. V. HELNER PRESENTING TROPHY
TO JACK KITTO, FLOTILLA 26



3RD DISTRICT (SA) COMMODORE, JOHN
MC INTOSH PRESENTS GIFT TO BOB
JONES USCGR-R.



SPEAKER, NATVICECDR BILL GARRY
WITH DIRECTOR 3RD CG DISTRICT, JOHN
MASSMAN AND DISTRICT COMMODORE
JOHN MC INTOSH.



PETER GANNON, EDWARD THARP, AND
WILLIAM B MATTHEWS AT SPEAKERS
TABLE.



TRAINING AID EXHIBIT BY
FLOTILLA #26



TRAINING AIDS AS USED BY FLOTILLA
#18 ON EXHIBIT.



'IGNITION SYSTEM' TRAINING AID
AS USED BY FLOTILLA #47.



LCDR JOHN MASSMAN (DIRAUX) WITH
TROPHY WINNERS, ROBERT FRIEDMAN
AND JAMES RATH III



HAROLD HANEY AND BIG DAD DONOHUE
TAKE THE PLEDGE AS RCO'S.



CHIEF DIRECTOR OF AUXILIARY, CAPT
GOULD, USCG, WITH LCDR JOHN
MASSMAN.



CAPT J. MAZZOTA, USCG, PRESENTS AWARD
TO J. KITTO OF FLOTILLA 26



DCO MC INTOSH WITH HIS VICE COMMODORE
JOHN E. JOHANSEN, USCG AUXILIARY.



RADM M. A. WHALEN, USCG, CHATS WITH
ASSISTANT CHIEF DIRECTOR LCDR ED ARD



DIRAUX MASSMAN AND GOOD WIFE, JAYE,
WITH AWARD WINNERS FROM FLOTILLA 26.



FLOTILLA COMMANDER J. KITTO RECEIVES
AWARD FROM RADN M.A. WHALEN, USCG.



LEFT: MATERIALS OFFICER DISPLAY OF
AVAILABLE AIDS. RIGHT: FC W. CURRIDEN
DISPLAYS NANTUCKET LIGHTSHIP, A WORKI
MODEL ELECTRICALLY OPERATED.



FLOTILLA 12-2 VISUAL CLASSROOM AIDS.



FLOTILLA 26 DISPLAY OF VISUAL CLASSROOM AIDS.



FLOTILLA 18's "TAKE A CRUISE TO SAFE
BOATING" DISPLAY.

CONTINUED FROM PAGE #2, COL II

EITHER OF THESE TABLES MAY BE USED ON A VESSEL, OR BOTH MAY BE APPLIED TO THE SAME VESSEL WHERE SEPARATE COMPARTMENTS ARE INVOLVED, PICK WHICHEVER IS MOST CONVENIENT.

IN SOME CASES, IT MAY APPEAR MORE ADVANTAGEOUS TO USE MORE THAN THE NUMBER OF COWLS PERSCRIBED ON THE TABLE. THIS IS PERFECTLY ACCEPTABLE AS LONG AS THE AREA IN SQUARE INCHES FIGURES IN THE TABLES ARE ADHERED TO.

THE IMPORTANT FACT TO REMEMBER IN VENTILATING YOUR BOAT IS THAT YOU ARE DOING IT NOT SO MUCH BECAUSE IT IS LAW, BUT BECAUSE IT IS FOR THE SAFETY OF YOU, YOUR FAMILY AND FRIENDS. MAKE SURE THAT THE BOAT THAT EXPLODES IS ALWAYS SOMEONE ELSE'S.

stg/ LCDR J. R. MASSMAN
DIRECTOR OF AUXILIARY
THIRD COAST GUARD DIST.
(SOUTHERN AREA)

↓ ↓ ↓ ↓

'COLLECTING DEBTS IN INDIA'

(private)

In the hindue method of collecting debts, the creditor sits at the debtor's door, holding in his hand either poison or a dagger. If the debtor passes without paying, the creditor may kill himself, and under the law, the crime of murder would be on the debtor's head.

The Chinese often solve this same problem in a different but equally ingenious way. The creditor and his family move in on the debtor, who usually pays rather than put up with the self-invited guest.

↓ ↓ ↓ ↓ ↓ ↓

WHAT PROGRESS ARE YOU MAKING IN GETTING A NEW MEMBER FOR YOUR FLOTILLA...YOGIE GOT HIS IN THE BAG, SIGNED-SEALED-AND ACTIVE.

TREASURY DEPARTMENT

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

OFFICIAL BUSINESS

RESERVATION FORM

DATE: 18,19 & 20 AUGUST 1967

PLACE: NORTH EAST RIVER YACHT CLUB, NE, MD.

NAME: _____ ADDRESS _____

FLOTILLA # _____

I DESIRE _____ RESERVATIONS FOR SATURDAY'S
AFFAIRS AT \$6.00 PER ADULT..

.TOTAL \$ _____

I DESIRE _____ RESERVATIONS FOR SATURDAY'S
AFFAIRS AT \$2.50 PER CHILD..

.TOTAL \$ _____

I DESIRE _____ RESERVATIONS (MOTEL) FOR
_____ PERSONS, _____ ROOMS.

I WILL ARRIVE (DATE) _____ BY CAR _____ BOAT _____
AT APPRONIMATELY _____ HOURS.

IF BY BOAT, MY BOAT NAME IS _____
LENGTH _____ DRAFT _____.

MAKE CHECKS PAYABLE TO: USCG AUXILIARY, 3RD
COAST GUARD DISTRICT (SA) AND MAIL THIS
RESERVATION FORM (WITH CHECK) TO:

MR. CHARLES MEEKER, SO
DIVISION I SEC?TREAS
33 MILES ROAD, RADNOR GREEN
CLAYMONT, DEL.....19703

DEADLINES: 11 JULY FOR MOTEL RESERVATIONS.
1 AUGUST FOR SATURDAY AFFAIRS.

PUBLICATION DATES

ISSUE	DEAD LINE
JUNE	MAY 22 ND
AUGUST	JULY 21 ST
OCTOBER	SEPT 21 ST
DECEMBER.....	NOV 21 ST

MAIL TO.... TOPSIDES PUBLICATION
16 WASHINGTON COURT
YORK, PENNA.....17402

POSTAGE AND FEES PAID
U. S. COAST GUARD