



TOPSIDE

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A Merry Christmas

The approaching Holiday Season Sparkles with thoughts of service to our fellowman.

There are four things we must do if we are to truly carry out our obligations as members of the U. S. Coast Guard Auxiliary: (1) We must set no limitation on the power of thought and recognize that big thinking precedes great achievement; (2) Love our fellowman sincerely; (3) Act from honest motives purely; (4) Abide by the precepts of our organization and the governing policies established by the Commandant of the Coast Guard.

I extend to each member of the 3rd District (SA) my sincere greetings and best wishes for a most Happy New Year.

Ellsworth A. Weinberg
National Commodore
U.S.Coast Guard Aux.

LCDR E. J. ARD
Ass't Chief Director, Aux.

Firstly, I must say how much I miss the Southern Area and the many fine friends I made during my tour there. Your dedication to the Auxiliary always amazed me; perhaps that is why the "disease" was contagious. Like you I soon found myself eating, sleeping, and thinking Auxiliary. So many of the programs that were brought into fruition by you are National programs.

But let's look at tomorrow because today is history - what are the National plans for the Auxiliary? The first step would be to look at the leadership or in nautical terms "who has the conn."

CONTINUED PAGE 14-2

At this the holiday season, some easing of the years frantic pace is experienced. This is a time for enjoyment with friends and family and for a review of the past and resolutions for the future.

We of the Auxiliary are most fortunate. In boating we have an activity in which our families and friends can find mutual enjoyment. Through our Auxiliary membership and activities we expand our circle of friendships, for friendship is one of our great benefits. Last, the good we can accomplish through our established programs can give all of us a glow of pride.

As we relax and enjoy the holiday season, the accomplishments of 1966 are being firmly entered in the records, and they are indeed good. Resolutions and plans for the future indicate that the best is yet to come.

May I take this chance to express my thanks to all the members and friends of the Auxiliary who have contributed so much to our 1966 season; and to wish to all of you a most Merry Christmas & a very Happy New Year.

John D. McIntosh
Dist. Commodore

The Happy Holidays are upon us. As the New Year approaches I congratulate each of you on Your accomplishments during 1966. We have increased our active membership, surpassed all previous records of courtesy motorboat examinations and forged ahead in Public Information and Basic Qualification courses.

Much remains to be done as the 1967 season promises to be the greatest ever. We will, confidently, be equal to the task.

Mrs. Massman sends her warmest Aloha, Mele Kalikimaka and Haoli Makahiki Ho. We both wish you happiness and success during the holidays and through the coming year.

Don't forget to plan to attend the 1967 Winter Rendezvous. See all of you there!!!!

J. R. Massman
Diraux, 3rd (SA)

MEMO 53-66 26 OCTOBER 1966

- sub: 10 AND 20 YEAR RIBBONS; AWARD OF
- # 1. ALL FLOTILLA COMMANDERS ARE REQUESTED TO FURNISH THIS OFFICE WITH A LIST OF MEMBERS WHO WILL HAVE COMPLETED 10 OR 20 YEARS OF SERVICE BY 28 JANUARY.
 - # 2. 10 AND 20 YEAR SERVICE RIBBONS WILL BE PRESENTED AT THE WINTER CONFERENCE. IN ORDER TO ASSURE AVAILABILITY OF THE RIBBONS THIS OFFICE MUST HAVE THE NAMES OF THOSE ELIGIBLE BY 21 NOV.

sig/ R.L.Jones
Acting

MEMO 54-66 26 OCTOBER 1966

- sub; LOCAL NEWS MEDIA PERSONELL, INVITING TO WINTER CONFERENCE OF...
- # 1. EACH FLOTILLA COMMANDER IS URGED TO INVITE THE ONE PERSON OUTSIDE HIS FLOTILLA WHO HAS BEEN RESPONSIBLE FOR THE MAJORITY OF THE FLOTILLAS PUBLICITY THROUGHOUT THE YEAR TO THE WINTER CONFERENCE ON 28 JANUARY 1967.
 - # 2. THIS PERSON MIGHT BE THE BOATING EDITOR OF A LOCAL PAPER, THE PROGRAM DIRECTOR OF A LOCAL RADIO STATION, OR SIMPLY A PERSON WITH ENOUGH INFLUENCE IN THE COMMUNITY TO SEE THAT THE FLOTILLA IS MENTIONED IN A VARIETY OF MEDIA.
 - # 3. FLOTILLAS WILL BE EXPECTED TO BEAR THE COST OF THIS PERSONS ATTENDANCE BUT IT SHOULD BE KEPT IN MIND THAT THE PUBLICITY RETURN OF SUCH AN INVESTMENT CANNOT BE MEASURED IN TERMS OF DOLLARS AND CENTS.

sig/ R. L. Jones
Acting

MEMO 55-66 2 NOVEMBER 1966

- sub: SMALL BOAT HANDLING AND SAFETY TRANSPARENCY SETS; ERRORS IN....
- # 1. A NUMBER OF MISTAKES HAVE BEEN FOUND IN THE SMALL BOAT HANDLING AND SAFETY TRANSPARENCY SETS BOUGHT BY THE AUX FROM THE ROBERT J. BRADY COMPANY. THE MISTAKES ARE IN FOUR TRANSPARENCIES OF SECTION II -- CHARTS AND ARE LISTED BELOW:
 - A. #3 (LARGE SCALE CHART)..THE BUOYS SHOULD HAVE EVEN NUMBERS, AND THE BLACK BUOYS SHOULD HAVE ODD NUMBERS (WHAT KNUCKLE HEAD PRINTED OR PROOF READ THAT!!) no no no!
 - B. #9 (DUAL PURPOSE MARKERS)--THE INSETS SHOWING NUM #10 AND CAN #9 ARE INCORRECT. THE YELLOW TRIANGLE SHOULD BE ON THE NUN, AND THE YELLOW RECTANGLE SHOULD BE ON THE CAN.
 - C. #10 (MERCATOR CHART: POSITION AND MEASUREMENTS) -- ON THE 1ST OVERLAY, THE FIX IS PLOTTED INCORRECTLY. THE FIX POSITION IS LISTED AS LAT 60°06'0"N, LONG 68°25'0" W. HOWEVER, THE LAT IS PLOTTED AT 60°05'0" N EVEN THOUGH

THE PARALLEL RULES ARE SET AT 60°06'0" N. THE LONGITUDE IS INCORRECTLY PLOTTED AT 68°37'5" W. D. #12 (PLOTING A COURSE) -- ON THE 3RD OVERLAY, THERE IS AN ERROR IN THE COMPUTATION OF THE COMPASS COURSE. 'C' SHOULD BE 098°, NOT 090°.

- # 2. THE MISTAKES SHOULD BE MADE KNOWN TO ALL THOSE WHO HOLD THE TRANSPARENCY SETS. ARRANGEMENTS ARE BEING MADE WITH THE ROBERT J. BRADY COMPANY TO HAVE THE PHOTO CORRECTED.

sig/ R.L.Jones
Acting

MEMO 56-66

3 NOVEMBER 1966

sub: AMENDMENT #1 TO CG-305, TRANSMITTAL OF

- # 1. ENCLOSED ARE SUFFICIENT COPIES OF THE SUBJECT FOR THE MEMBERS OF YOUR DIV.
- # 2. IT IS REQUESTED THAT DISTRIBUTION BE EFFECTED AT YOUR NEXT BOARD MEETING.

sib/ R.L.Jones
Acting

'Yogie' says....Dont know the content of this amendment....suggest you push your Flotilla Commanders for clarification...Will try to find out more, and report Jan issue.'Over & Out' no no no!

* ↓ * READY IN PEACE AND WAR * ↓ * ↓ *

By: ADM. WILLARD J. SMITH
Commandant,
United States Coast Guard

"The Coast Guard has served the Nation with distinction since 1790"

Halfway around the world, in the South China Sea, Squadron One of the United States Coast Guard is keeping watch over the sea approaches to the embattled Republic of Vietnam. Operating under the direction of the Commander, U. S. Naval Forces, Vietnam, the Squadrons twenty-six 82-foot patrol boats, together with naval units of the U. S. and Vietnam, comprise the Coastal Surveillance Force. Their mission is to bar movement by water of men and materials from North Vietnam to Viet Cong units in the South. In the 17 months the men of Squadron One have been at their job, they have become seasoned veterans and, in the long tradition of the Coast Guard, they are carrying out their mission superbly.

Since 1790, when Congress authorized the construction of "ten boats" for guarding the coast against smugglers, the Coast Guard has served with the highest distinction in peace and war. In its first days it was called the Revenue Marine and Later the Revenue Cutter Service. Not until 1915 was it given its present famous name which has become synonymous with cool bravery in combat and selfless humanitarianism toward those in distress.

HE WHO KNOWS MOST, TAKES LEAST FOR GRANTED.

FROM THE NATIONAL COMMODORE

Dear Mr. and Mrs. Auxiliarists:

It is very important that we identify our organization to the public as a "service" organization; that is, an organization that has as its prime objective serving our fellowmen in the field of the boating safety.

While we are generally known among the "old-timers" in boating circles, there are so many persons engaging in pleasure boating for the first time each year, we must never assume that the boating public understands our organization and our prime objectives.

We can do this through many means, including person to person contacts, in the course of our public education efforts, our courtesy motor boat examination efforts, our operational activities, and through our public relations officers by means of the use of all news media.

We should never forget that if we are to serve, we must make the boating public not only aware of our organization but we must make certain that the boating public understands our organization and the services it offers the public.

Finally, we must at all times convey the fact that we are proud of our organization and its accomplishments and of our association with the United States Coast Guard.

REMEMBER::: EXAMINATION MEANS "SAFE BOATS;"

EDUCATION MEANS "SAFE BOATMEN;"

TOGETHER, THEY MEAN

S A F E B O A T I N G

Sincerely,

Ellsworth A. Weinberg
National Commodore
U. S. Coast Guard Aux.

LOOKING SHARP A COAST GUARD (AUX?) MUST I

'yogie notes'....This article taken from "scope", Third Coast Guard District's official Publication.....kind of thought usens all might take a hint too, since at the Cape May event I noticed that one man attended the function dressed in white trousers and blue jacket....kinda guess he must have had hot pants and a cold heart. Here we go.....

The reason you will not find anyword in Uniform Regulations prohibiting the "wearing of hands in pockets" is because everyone in uniform for more than 24 hours knows it isn't permitted.

Unfortunately, this practice is one of the easiest ways to destroy all semblance of military smartness in the wearing of a uniform. Do you do it?

Q + + + + +

FROM THE DIRECTOR, 3RD DISTRICT, SOUTHERN AREA....JOHN R. MASSMAN, LT. CMDR., USCG

J.P.Morgan once said that a man with a million dollars is just as well off as if he were rich. Accordingly, a new amendment to the Rules of the Road is of interest to all Auxiliarists except very rich Millionaires. The new amendment, which becomes LAW, effective 3 February 1967, states - in part- that 'in all narrow channels subject to Inland, Great Lakes and Western Rivers, the Rules of the Road for power-driven vessels of less than sixty five feet in length, and sailing vessels, shall not hamper deep draft vessels that can navigate only inside such channels. This amendment will encourage boatmen to keep a safe distance from the path of any large and less easily maneuvered vessel in a river or narrow channel, and to discourage boatmen from maintaining their right of way across the bow of a large vessel that cannot be stopped in a short distance. compliance with this law will tend to make the waterways safer for the boating public.

Copies of the new amendment will be provided to all Flotilla Commanders for Dissemination to members. Please do your part to spread the word to all boatmen that you know.

Recently a question came to me concerning the type of Auxiliary service required in order to qualify for ten and twenty year service ribbons. The service for appropriate awards must be continuous and unbroken for the period specified. Time in service creditable for award is tabulated only from the most recent date of enrollment, so think twice before you dedide to take that "year or two off".

Quite a bit of conversation has been exchanged this month concerning what constitutes "two successive terms in office" for division captains.

The Commandant's intent is that division captains serve a maximum of two complete one year terms whether consecutive or not. Excluded as "complete terms" are those portions of terms served by the incumbent and his elected replacement when the incumbent is forced to vacate office for acceptable reasons. Future amendment to the Coast Guard Auxiliary Manual (CG-305) will reflect this definition.

The Chief Director reports that 39,000,000 people participated in recreational boating during 1965. The Auxiliary reached a total of four tenths of one percent of this market through public instruction courses, which indicates the tremendous job still to be done. For the record there were 4,138,140 registered boats in the U. S. last year. So, if you wished to sit at the end of a dock and watch them pass by, one every thirty seconds, day and night, you would be boat-watching for four years.....And, during that period enough boats would be registered to keep you there an additional 25 months, another reason why the Auxiliary needs expanded membership RIGHT NOW !!! NOW !!! NOW !!!

"AUXILIARY FACILITIES:
CONVENTIONAL AND OTHERWISE"

Not all vessel facilities are conventional in design. A goodly number are powered houseboats and their numbers are increasing. A few are Chinese junks. There are several junks on the West Coast and two in Southeast—one around Jupiter and the other on Lake Lanier at Buford, near Atlanta, Georgia.

E N D A R T I C L E

His history, as an Auxiliariist, should be most interesting reading. Yogie will come up with a goodie on Roland before the trees turn green again....

ITS EASY TO OFFER MANY TOASTS WHEN
ANOTHER BUYS THE WINE.

Ya, How do you do ♂ ♂ ♀♀

⚓ ⚓ ⚓ ⚓

W.O.Foss NF/MCF NOV.
"U.S.COAST GUARD IS ASSIGNED TO THE
TRANSPORTATION DEPT."

ESSENTIAL MEMBER

Coast Guard officials feel that the old sea service was not transferred to the DOT just for house-keeping purposes. They believe the Coast Guard will play an important role in national transportation as well as the transportation safety field. Headquarters officials said the Coast Guard would have felt it was a second cousin if it had not been given an important - and unchanged - role in the new department.

FOR IMMEDIATE RELEASE.....Public information
Office - Third
(#356-66) Coast Guard Dist.

"COAST GUARD SEARCH AND RESCUE SCHOOL OPENS"

The world's first school devoted exclusively to search and rescue opened its doors at the New York Coast Guard Base on Governors Island. Selected students, representing national and international military and civilian organizations, are attending the intensive four week course. The participants will be trained in the methods of saving life and property.

For a number of years, both the Air Force and the Coast Guard have felt the need for a school that would train men in the methods of world-wide search and rescue.

FROM THE DISTRICT COMMODORE

A final note for Past Captains. A meeting of the Past Captains Association is planned for one of the Conference sub-activities. This should be of special interest to you. Here is a chance to join your old associates and renew old friendships.

J. D. Mc Intosh
District Commadore

Balance.....	\$ 5,700.00
Receipts.....	455.30
Sub Balance..	<u>\$ 6,155.71</u>
Disbursements.....	492.50
Current Balance....	<u>\$ 5,663.21</u>

The Division Captain, of the area's involved, will hold a local seminar where selected individuals will be supplied with materials and other aids which will assist them in carrying out their assignment with the ultimate in success.....

FLOTILLA COMMANDERS ARE URGENTLY REQUESTED TO CORRECT THEIR LIST AS IT WAS SENT TO YOU AND GET IT BACK TO HEADQUARTERS AT THE EARLIEST POSSIBLE TIME.

All hands should remember that the procedure for actual disenrollment is handled through the office of the director. POSITIVELY AND ABSOLUTELY NO DISENROLLMENT OF ANY MEMBER CAN BE FINALIZED BY ANY OTHER THAN THE DIRECTOR. Proper forms must be submitted through channels aimed at the office of the Director....and the final action of disenrollment will be that act as committed by the Director, IN WRITING WHICH ORIGINATES FROM HIS OFFICE, AND OVER HIS SIGNATURE. Nothing else qualifies as official.

DIVISION NEWS

The several seasons of this upper Chesapeake Bay patrol work by Division I has resulted in rendering much needed assistance to the Coast Guard in this busy bay area yes yes yes yes! In addition the Auxiliary has established a firm and respectful position with the Maryland State Patrol Boat Force and the familiar "OFFICIAL AUXILIARY PATROL" sign displayed on board the facilities has further educated the boating public in this area that the Coast Guard Auxiliary stands alongside the Coast Guard in its assistance in rendering help to boatmen in distress.

DIVISION VI "WHAT'S GOING ON ?"
 15 VERY ACTIVE MEMBERS OF FLOTILLA 61 ARE
 DEVISING SCHEMES TO MAKE THE UNIT BIGGER
 AND BETTER !



L - R, Art Ashbaugh, Eric Kunnas, Ben Nacel are seated. Standing L -R, Alan Hoxie and Bill Garry. All these men are past officers of Flotilla & Division. Bill is Nat. Vice.C.

PAGE SIX

The Thanksgiving Holiday is nigh. Let's all be thankful for all those Auxiliarists who do a job expectally well. And, let's encourage rather than discourage this type of membership.

Date.....9/24/66
Location.....Northeast River off
Halloway Beach.
Time.....1100 to 1300 hours
Rendered to.....16' Outboard (Lonestar)
Type assistance..Boat running wild.
Nature of casultry- Drowning!
Cause of casultry. Unknown
Weather.....Clear
Visibility.....Good
Wind.....Calm
Water.....Calm
Lives lost.....1
Facility.....'Pretty Penny'-Md 8612AA
Facility owner... H. L. Bachofer
Flotilla.....47
Division.....IV
Remarks.....While enroute to Carpen-
ters point, a small boat was sighted running
wild in tight circles. Sailboats nearby
reported that the operator was thrown from
the boat without apparent injury. Instead
of waiting to be picked up, he swam back to
boat and evidently cut badly by the prop.
He screamed once and disappeared. We
contacted coast guard Annapolis while search-
ing for victim. A Maryland State Police
Boat took charge and began dragging operat-
ions. We searched until dismissed finding
only victims shoes. Body was recovered two
weeks later, badly cut up. ↓ ↓

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Date..... 6/11/66
Location..... Susquahanna River at
                Otter Creek
Time..... 2130 hours
Rendered to..... Personnel only
Type assistance..... Rescue
Nature of casualty... Drowning
Cause of casulty..... Cramps
Weather..... Clear
Visibility..... Poor
Wind..... Calm
Water..... Calm
Lives saved..... 3!!!!
Facility..... 'Dottie-G'
Facility owner..... George R. Pfeiffer
Auxiliarist assisting. Dorothy C. Bulk
Flotilla..... 54
Division..... V
Remarks..... One boy tried to
                swim from island to shore.....Got cramps and
                called for help. A one armed friend went to
                assist but because of one arm was not able
                to succeed so a second boy went into the
                water calling for help. We came by and
                took all three aboard and delivered back to
                island.

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*Yogie notes.....Will continue reporting the
assists sent to the DIRAUX....sure would
help if these reports were PRINTED!..gone.*

IF A MAN HAS GARLIC ON HIS BREATH,
YOU MAY REASONABLY ASSUME HE HAS
EATEN IT.

THERE IS NO ONE ON EARTH WHO IS
QUITE SO WILD AS THE WILY BEGUILER
WHO HIMSELF IS GUILLED.

SCOPE'S 'TIP OF THE HAT'
Public Information Office 3rd. C.G. Dist.
~~~~~

Mr. Gene Credell, news announcer and disk-jockey for Radio Station WRKL, New York City, N. Y., worked dilligently all summer long collecting 2,600 paperback books for the 26 Coast Guard Cutters serving in Vietnam. Mr. Credell, a licesed pilot and Coast Guard Auxiliarist, ended his one man drive at the end of September when he passed the books to Third District representatives.

Wanthing to enhance the morale of the men on the 82 footers, Mr. Credell conducted a listener-response campaign on his morning news program. He urged his listeners to call the radio station if they had any paperback books they might care to contribute to the cutters.

Overwhelmed by the number of persons who responded to his appeals, Mr. Credell took the names and addresses of his listeners and in the evenings and on weekends, he painstakingly drove from house to house, collecting more than 2,600 books. He carefully screened the material and packaged the books that he felt the men would appreciate the most.

A staunch Coast Guard supoorter over the air waves, Gene Credell has also bolstered boating safety and recruiting drives for a number of years.

PIO (Public Information Office) sends a tip of the hat to a generous, thoughtful man who deserves a sincere vote of thanks.....

How about that! Looks like the man is a man! No lip service here, action plus.....I wonder how many other guys and gals reading this item will react.....(?)

~~~~~  
While scanning through the October issue of SCOPE a name jogged my memory. The name was PUFFIN.... Knew Id written somethin on this but just could not come up on it till tonight.....Those members of Flotilla 54 will recall this item which appeared in their issue of TILLA TALK, May Issue in the section entitled 'notice to mariners.' Here is a reprint of that article.....

SPECIAL NOTICE

ATLANTIC OCEAN - A NON POWERED 14 FOOT ROWING BOAT NAMED "PUFFIN" DEPARTED THE CHESAPEAKE BAY ON 21 MAY 1966 WITH TWO PERSONS ABOARD. INTENDED COURSE IS EASTERLY TO THE GULF STREAM, THENCE TO INTERCEPT TRACK BRAVO OF THE NORTH ATLANTIC LANES, THENCE ON A GREAT CIRCLE COURSE TO ENGLAND.

SHIPPING IS REQUESTED TO BE ON LOOK-OUT AND REPORT SIGHTINGS OF THE "PUFFIN" TO THE FOLLOWING CABLE ADDRESS WHICH WILL ACCEPT COLLECT MESSAGES, "THE PEOOLE LONDON WC2".

THE "PUFFIN" IS A 15 FOOT DECKED OVER ROWBOAT, SLIM RUDDER ON STERN, 5 FOOT RADAR MAST ON BOW, ORANGE HULL AND DECK, GREY COCKPIT, AND WILL DISPLAY A QUICK FLASHING WHITE LIGHT DURING THE PERIODS OF DARKNESS THE CRAFT IS EQUIPPED WITH 2 WAY RADIO OF 1 WATT POWER OPERATING ON 2182 kcs AND GDBSON GIRL TRANSMITTER OPERATION ON 500 kcs.

Yogie added a note to the bottom of this article which he will not republish at this time in view of the following article which appeared in SCOPE.....

"EPILOGUE FOR THE PUFFIN"

The 15 foot rowboat PUFFIN, reported missing at sea in September issue of SCOPE, was found overturned by a Canadian warship on October 14, 600 miles southeast of Newfoundland.

There was no sign, however, of the two British journalists, David Johnstone, 34, and John Hoare, 29, who had departed Virginia Beach, va., May 21 in an attempt to row 3,000 miles across the Atlantic to England.

The last entry in Puffin's log, found intact in a sealed licker, was dated Sept. 3. It read: Not rowing because of north-northwest wind." Hurricane Faith struck the area the next day.

Other log entries for the last days indicated the men were on short rations and were tired and discouraged at their lack of progress. One entry said they were steering north by east to shipping lanes in hope of stopping a ship for food. However, a despairing question September 2, read: "But where are the ships?" An early log entry on September 3, said a large liner was sighted at 7:05 a.m. and reported three planes overhead.

The Canadian destroyer escort Chaundiere reported divers could find "No sign of life anywhere about" the capsized rowboat. Its sea anchor was streaming over the side. Other articles recovered, in addition to the log, included; one set of oars, binoculars, a radio receiver, cameras, exposed film, compass, charts, food and personal items.....

Well, Davey, who picked up that last tab....bet it was a guy named 'jones'.

~~~~~  
\*\*\*\*\*CAPE MAY RENDEZVOUS\*\*\*\*\*  
~~~~~

If your beloved 'Yogie' were the one to hand out awards this year, those who were responsible for this splendid event would rack up a bundle.

Never have I participated in an event which obviously showed the respect that the Official Coast Guard have for us little guys Nothing, but nothing, was to much for the base personell in making the Auxiliary feel welcome and at home.

The photo's on the opposite page will give those who could not attend some idea of the 'fun in the sun' we all had.

It was one of those perfect September weekends. Warm sun, clear water, little wind and, well, just plain full of good fellowship that make a guy sorry to leave.

Friday evening was spent for the most part at the Officers Mess. FOOD ! ! yowie! A table, fully 40' in length and a good 6' wide was loaded with just about anything you could think of...shrimp, lobster, ham, turkey, hot dishes of all kinds. The faster one dish was emptied it was immediately replaced.

Saturday was a carbon copy with added trips on the huge Cutters based at the base. Boy, that was an experience ill never forget.....Yogie says that those who missed this one had better think twice next year.~

THIS IS IT!

OH NO! WHERE'S MY I.D. CARD?

WHERE IS IT, MAC?

YOU SAY 'W' MEANS WALEBOAT!....

TALK ABOUT YOUR SIDE-WALK SUPERVISORS!..

HOT PANTS & COLD HEART, EH?...WELL, AT LEAST ITS ORIGINAL

HAROLD, THE 'H', REVIEWS THE TROOPS

HOOK ME, DEARIE, THESE BOYS DO PLAY ROUGH!

THAT'S RIGHT, THIS HEAH IS IN CHARGE OF THE CHOW.

BEER, CHEER, AND MORE BEER, HERE!

NEXT YEAR, FELLOWS WE WILL HAVE AN INCREASE IN TOTAL MEMBERSHIP BY AT....

WHAT'S SO FUNNY, DAMMIT!

WOULD YOU BELIEVE, THE ONE IN THE MIDDLE WAS MAYQUEEN CLASS OF 1998, AND SHE....

OK, LIBERTY FOR THE LANDLUBBERS....

JUST DONT STAND THERE, HELP ME, PLEASE !

CHECK THAT GRILL, TOTAL COST \$2.38...HOW MUCH DID YOU PAY FOR YOURS? !

BEER, CHEER, AND MORE BEER, HERE!

NOW LOOK, FELLOW, ARE YOU QUESTIONING MY RANK!?

OUR WONDERFUL HOSTS AND THEIR NUMBER 'ONES' □

NOW LOOK, FELLOW, ARE YOU QUESTIONING MY RANK!?

OUR WONDERFUL HOSTS AND THEIR NUMBER 'ONES' □

UNITED STATES COAST GUARD AUXILIARY
THIRD COAST GUARD DISTRICT
SOUTHERN AREA
1965 — 1966



DIRECTOR OF AUXILIARY,
THIRD COAST GUARD DISTRICT,
SOUTHERN AREA,
JOHN ROBERT MASSMAN
LT. CMDR., U.S.C.G.



ASSISTANT DIRECTOR OF AUXILIARY,
THIRD COAST GUARD DISTRICT,
SOUTHERN AREA, LT.JG.. U.S.C.G.
ROBERT JONES



DISTRICT COMMODORE, U.S. COAST
GUARD AUXILIARY, THIRD COAST
GUARD DISTRICT, SOUTHERN AREA.
JOHN D. MC INTOSH



VICE COMMODORE, U. S. COAST
GUARD AUXILIARY, THIRD DISTRICT,
SOUTHERN AREA.
JOHN E. JOHANSEN



REAR COMMODORE, "WEST", U.S.
COAST GUARD AUXILIARY, THIRD
DISTRICT, SOUTHERN AREA,
WARD W. DONOHUE



REAR COMMODORE, "EAST", U.S.
COAST GUARD AUXILIARY, THIRD
DISTRICT, SOUTHERN AREA,
HAROLD B. HANEY



CAPTAIN, DIVISION I
V. F. BAUMEISTER



CAPTAIN, DIVISION II
J. W. HAIGH



CAPTAIN, DIVISION III
E. RATHGEB



CAPTAIN DIVISION IV
T.W. BELK SR.



CAPTAIN, DIVISION V
PAUL SMITH



CAPTAIN, DIVISION VI
L. FURBER



CAPTAIN, DIVISION VII
W. J. BROWN



CAPTAIN, DIVISION VIII
A. J. NISSEN



CAPTAIN, DIVISION IX
H. K. BEERS



CAPTAIN, DIVISION X
G. A. COCKEFAIR



CAPTAIN, DIVISION XI
H. HANDLING



CAPTAIN, DIVISION XII
M. RUFF

U. S. CUSTOM HOUSE
NEW YORK, NEW YORK,..10004

"DEADLINE APPROACHES TO CORRECT
VENTILATION"

Washington, D.C., Oct. 14 - Motorboat owners are reminded to make sure that their vessels ventilation system complies with the Coast Guard ventilation requirements. The Coast Guard will lift the self-imposed moratorium and begin levying penalties for lack of compliance with the regulation requirements on June 1, 1967, reports Captain David Olover, Chief of the Coast Guards Recreational Boating Safety Division.

A study of fire and explosion boating accidents was conducted in 1963. It revealed that the ventilation regulations, then in force, were too vague to provide motorboat owners with the necessary guidelines to properly ventilate their motorboats. Federal regulations were revised in June 1965, to better describe an efficient ventilation system. The revised regulations outline requirements for the installation of cowls and ducting.

Originally, enforcement of the penalty portions of these revised regulations was slated for June 1, 1966. However, acknowledging the pleas for "more time" from many boatman and boat repair yards, the Coast Guard extended for one year the deadline on penalties for not installing necessary ducting.

As a measure to determine the effectiveness of ventilator fittings, the Coast Guard contracted the Yacht Safety Bureau, Inc., to conduct laboratory tests. The results of the tests revealed that the amounts of air entering exterior ventilating fittings (cowls, etc.), depend upon the size of the fitting's opening exposed to outside air flow.

The tests also illustrated that fittings now on the commercial market can be placed in the following general order of efficiency:.....(1) full cowls, (2) clam shells, (3) half cowls, and (4) louvers with vanes which project from the surface so as to simulate a series of clam shells. The fittings are rated by their ability to take in and exhaust air with enough force to efficiently ventilate the bilges of the engine and fuel tank compartments.

Semi-flush and flush louvers are not considered equivalent to cowls. However, they are acceptable as exterior fittings on mechanical exhaust outlets.

A fully illustrated Coast Guard publication, Ventilation Systems for Small Craft, (CG-395) is available upon request, without charge, from the Commandant (CHS), U.S. Coast Guard, Washington, D.C. 20226

.....
Yogie says that you all will receive full page photographs of the ventilation bit after the first of the year.....that is, if money bags (the guy with the loot) will stand the gaff.....↓↓↓↓↓↓↓↓

The Coast Guard today functions as our chief agency for marine law enforcement and marine safety. Over the years its tasks have multiplied, but its basic functions have remained unchanged.

With great vision and foresight, the Coast Guard was among the first of the military services to enter the age of flight when, in 1916, President Woodrow Wilson signed into law an act establishing an "Aerial Coastal Patrol." That was the beginning of a half-century of Coast Guard Aviation.

Since that date, Coast Guard aviators have flown millions of miles on search and rescue missions, often in weather which grounded other aircraft. Thousands of hazardous open-sea landings have been made to aid mariners in distress. Coast Guard aviation has been directly responsible for saving over 10,000 lives at sea.

For more than a half century the Coast Guard has been charged with the operation of the International Ice Patrol to protect shipping against floating icebergs and other hazards in the heavily traveled shipping lanes of the North Atlantic. In carrying out this task, the Ice Patrol has made increasing use of oceanographic science and now is regarded as one of our most important sources of information on the oceanography of northern waters.

Today, fresh currents of change are reshaping this service which has been an integral part of our Nation's history. Justly famed for its expertise in sea rescue and other difficult naval arts, the Coast Guard is moving to the quickened pace of the late twentieth century. It is experiencing a renaissance in which all previously held concepts are being carefully examined in the light of changing times and technology. The new techniques of operations research, the sciences of nuclear power, electronics, and the automatic data processing.....all are having their impact on the Coast Guard.

What we are witnessing is nothing less than a rebirth of a great and historic service. Out of the ferment of thought is emerging a new instrumentality which will serve the needs of our times and those of our Nation better than ever before. ↓↓↓

CRICKETS, ANYONE ?

Crickets are astounding accurate atmospheric instruments, according to the world's most outstanding authority on the subject, a Dr. A.A.Aard....He explains.

"It has been recently learned that the cricket's reaction to temperature is often more immediate and accurate than that of the average thermometer, which has considerable lag and variation.

If the chirps of the black cricket are counted for fourteen seconds and the number forty is then added to that figure, you will get the exact temperature of the air (where the cricket is) in degrees Fahrenheit.

You will also find the katydid a responsible insect-thermometer, its call lengthening with warmth, and shortening - and finally ending completely - with colder atmosphere!

↓↓↓↓↓

COAST GUARD FIGHTING TWO WARS IN SOUTH
VIETNAM.....(SCOPE by Ken Parsons)

□ △ □ △ □ △ □

South Vietnam.....There are two wars in South Vietnam and the approximately 450 U. S. Coast Guardsmen serving here are in the thick of both of them.

In the obvious war...the war of guns, ships, planes, hardship and sometimes death...Coast Guardsmen man 26 of their service's cutters along the 1,000 mile South Vietnam coastline where they frequently slug it out with VC junks they catch trying to move war supplies and personnel from one jungle-encased hideout to another.

On two occasions the cutters have battled and captured, or destroyed, large, heavily armed communist trawlers intent on infiltrating guns, ammunition and battle-field equipment into the country.

Then there is the less obvious, but no less aggressively waged war in South Vietnam. It is a war against disease, poverty and illiteracy, all of which are plague-like problems faced by the suffering Vietnamese people. In this conflict, the men of U. S. Coast Guard Squadron One are showing an all-out willingness to join the fight.

At Danang, where Squadron One's Division Twelve is based, Coast Guard cutters keep a constant watch over thousands of junks which transit the waters near the 17th parallel, the dividing line between North and South Vietnam. The cutters must, by necessity, bristle with the armaments of war. There is always the chance that the "next" junk will carry armed Viet Cong.

When a junk is boarded, inspected and found free of contraband, the Coast Guardsmen bring out a different "armament".... clothes, soap, sewing kits, food, and other items which have been collected by organizations in the States and shipped here for distribution to the needy.

American clothes on Vietnamese fishermen in the Danang area are a common sight and dry cereal is munched as eagerly as the age-old diet of fish and rice. It has become a regular thing for the fishermen to hold "sick call" when their junks are boarded. Burns, bruises, cuts and rashes are the most common ailments and Coast Guardsmen have become adept at giving first aid treatment.

These activities are not peculiar to the Danang area. At Cat Lo, for instance, where Division Thirteen's cutters originate their patrols along the central coastal zone, Coast Guard "doctors" have acquired a no less formidable reputation.

Another sideline profession enjoyed by the Coast Guardsmen at Cat Lo is that of teaching school. Several evenings a week Division Thirteen staff members can be found teaching English to a large, enthusiastic group of kids in the village's one room school house.

Farther south, in the Gulf of Thailand, Coast Guard Division Eleven has established similar civic action programs. In this remote area where the local Vietnamese are so isolated from medical facilities, special emphasis is placed on first aid treatment.

Coast Guardsmen came to South Vietnam 15 months ago to enter a shooting war for the first time since World War II. As a component of U. S. Naval Forces Marketime (coastal surveillance) Operations, they have

boarded and inspected over 70,000 junks; accounted for more than 100 Viet Cong killed and have destroyed upwards of 30 enemy junks.

The cutters have provided naval gunfire support for land-based friendly troops on 50 occasions and have, in their engagements with the VC junks, denied the enemy over 300 tons of lethal weapons and ammunition which would have been used against the Free World Forces (Australia, Korea, New Zealand, Philippines, United States) who are fighting alongside the Vietnamese.

The 82 foot cutters, designed for search and rescue duty along America's shores but brought into the war effort here because of their capabilities for working in shallow coastal waters, have cruised more than a half-million miles and stayed underway on Marketime patrols 70 percent of the time in their battle against the VC's scheme to use the sea and the long coastline of the South Vietnam to his advantage.

Even with a laudable combat record in their shooting way, Coast Guardsmen are more inclined to talk about their accomplishments in the "other war" as they call their civic action programs.

They are especially enthusiastic about their latest effort, the adoption of the Saigon School for Blind Girls as a Squadron wide project.

Siagon School for Blind Girls is providing hope for 19 girls, ranging in age from 8 to 14, in a country where blindness usually means a life of total dependency on others. Its students undergo a regular elementary curriculum at the school and are later supported by school funds while they attend local high schools.

Since the school receives only a small government allotment, it must depend heavily on public donations for support. In a country so torn by war as South Vietnam, the public charity is not overflowing. Consequently, the monthly donations by Coast Guard Squadron One plays a big part in providing the students with enough food clothing and classroom supplies.

The adoption idea was that of Captain Robert J. LoForte, USCG from New London, Conn., who commands Squadron One from headquarters in Saigon.

Under Captain LoForte's leadership the adoption program has been turned into something more than a financial aid project. A visitation program has been established so Coast Guardsmen may help the students with their English studies, while at the same time they give companionship and friendship to the youngsters, who, because they are from extremely poor families who are unable to visit the school, receive very little of either.

It is possible that this civic action "war" being waged by Coast Guardsmen holds more significance for the Coast Guard than does the shooting war. It marks the first time America's smallest member of her Armed Forces has been involved so thoroughly in such a conflict.

COAST GUARDSMEN IN SOUTH VIETNAM ARE WRITING NEW TRADITIONS FOR THEIR 176 YEAR OLD SERVICE.

LCDR ARDS CHRISTMAS MESSAGE, CONTINUED....

We are extremely fortunate in having senior Coast Guard officials- ADM SMITH, VADM TRIMBLE, RADM HELMER, and RADM WHALEN all interested in the Auxiliary. They are not paying 'lip service' to your cause, they are interested in the Auxiliary as an adjunct of the regular Coast Guard.

Tangible evidence of this interest (for the benefit of the "doubting Thomas'") will be indicated in the forth coming COMMANDANT INSTRUCTIONS setting forth the policy in regard to use of the Auxiliary in operational activities and the logistic support to be rendered to Auxiliary units.

Your long awaited CG-289 - Courtesy Examiners Handbook is at the Government Printing office and should be in the field in January. This handbook is so extensive that it even includes your required sections of CG-190 - Equipment Lists, Also, a new updated Courtesy Examiners Examination CG-302 -Membership Qualification Guide is undergoing complete revision and will offer an up to date approach that will match the "new image".

I can remember vividly the loud and long screams from Flotilla Commanders about the tremendous amount of paper work required to keep the Flotillas going. ADM SMITH is cognizant of the "paper mill" and has issued instructions to reduce it drastically.

The first step in that direction was to combine the Characteristic report and Offer of Use. The second was to revise the CME reports. The CME report now is divided into passing and failing reports. The reasons for boats failing will be used by the instructors in teaching more safety orientated public education courses. Both of these reports are printed upon franked post cards. Sound familiar - it should, as you had it for two years in the Southern Area! More to follow on this at a later date.

Division IX newsletter "North East Winds" has been approved for distribution via franked privilege. How about you other divisions doing the same thing? It gets the word to the troops of items of interest to the division. Just look at the tremendous job DSO Shipley is doing with TOPSIDE and the reception it has recieved nationally.

The new National text book entitled Seamanship is in the final stages of completion as is with the Communication text, basic and advanced training. This will enable the member to properly prepare for that portion of the AUXOP series of examinations. Those members who desire to take an AUXOP series of examinations may now do so in a piece meal basis. With approved text books on hand and relating to a single subject. National feels that many more members will be able to achieve AUXOP status.

In reviewing the cumulative summaries of activity, the good old Southern Area is booming along. Just look at the following:

continued from page one.

SEPTEMBER	MEMBERSHIP	FLOTILLAS	DIVISIONS	CE'S	INSTRUCTOR	8 LESSON ENROLLEES	3 LESSON ENROLLEES	1 LESSON ENROLLEES	CME'S
1965	2144	70	10	783	600	1328	153	4758	12185
1966	2384	79	12	861	621	5530	605	7298	13149
	ASSISTS	REGATTA PARTICIPANTS	SAFETY PARTICIPANTS	SUPPORT MISSIONS					
1965	266	13							
1966	300	100	448	35					

The many hard working members of the District are to be congratulated upon this success in achieving the ten per cent increase in membership in the phenomenal growth in the field of public education. You have solidified your position as forth in the Nation and are edging forward towards third place.

Words can't express how proud I am of your achievement.

Alice and I sincerely hope each of you may have a very enjoyable and safe holiday season and we are looking forward to seeing you personally at the Winter Conference in January. (That is if Old Silent Sam, alias Yogi the Bear finds space for all this.)

sig/ LCDR E. J. ARD
Ass't Chief Director,
U.S.Coast Guard Aux.

Yogie notes.....All I did was ask this wonderful nut to do was give me a couple of lines that could be included in the front page among the messages of other faithful pluggers....and you know what he did, he sent me two solid pages of most interesting stuff....what are you going to do with a guy like the Ameio.....Hey!.....Something else pops up in ye old pea pod.....HAVE YOU EVER READ ANYTHING , BUT ANYTHING, THAT DESCRIBES THE GOOD OLD AUXILIARY BETTER THAN HIS KIND WORDS.....Love him for a good guy who has us all at heart....the bare is gone ↓

EMERGENCY LIGHTING

Some of our readers do not use electricity, and so a power blackout does not bother them. They get through the way their grandfathers did before the days of Thomas Edison.

But for those who do use electricity, power blackouts cause problems. One answer is an electric lantern, always ready for use. Containing a built-in rechargeable battery, it is kept plugged into a house wall outlet...within easy reach. It is thus, perpetually charged. When power fails, the light automatically turns on, and it can be unplugged for use as a flashlight.

FROM THE BARE, 'YOGIE', THAT IS.....

Hello the THIRD (SA)....YOGIE IS HERE!

Since Im not positive at this point that this will be getting to you before Christmas, am going to fill you in on some more recent topics which pertain to you and this pub.

1. The District Board has voted to make the TOPSIDE publication a semi monthly bit. The context of the publication will not change...will still be the normal rattle of words from YOGIE to the troops on subjects of interest to all....including articles which are submitted by Flotillas and other distinguished members of our organization.

2. As I listened to the tape on this past District meeting I gather that some sort of POINT SYSTEM is being worked up, in fact it is now passed and will most likely be filtered to you through Division*to Flotilla means. I had hoped to have this system in for printing in this issue but...but...but.. In any event it is a means whereby active members, their Flotillas, and Divisions can gain District recognition for work done. I understand that this system is an upgrading of several in effect throughout the District at this time.

3. One item in the point system is points for items submitted to TOPSIDE. These points to be awarded regardless if the article is printed or not. I intend, from this day out, to acknowledge receipt of any items sent in for publication. The acknowledgement will go directly to the person who submits the article, PROVIDING HIS NAME AND ADDRESS APPEAR ON THE SUBMITTAL.

4. Harold Haney was on the horn the other day revealing the progress of the forth coming WINTER CONFERENCE. If his enthusiasm has anything to do with the event it should be a real live go.

Harold has indicated that you must send in your loot with reservations (You will find an reservation form stuck in this issue in some place). He also has suggested that you gettogether and make reservations in blocks of ten to assure that you will all be seated at the same table. This may, in some cases, wind up with nine members sitting with an Admiral or high ranking Coast Guard official who will be seated with the troops.

5. The next issue of TOPSIDE will be the Febuary Issue which should be in your hands shourtly after the 15th of that month. Those having articles to appear in this issue should be sure they hit here before Jan 22, Which is 10 Days prior to the end of the month. Subsequent issues are planned for APRIL,JUNE, AUGUST, OCTOBER, AND DECEMBER. ALL MATERIAL MUST BE IN MY HANDS TEN DAYS PRIOR TO THE FIRST DAY OF THE MONTH THE ISSUE IS SCHEDULED TO BE PRINTED.

6. If any member has anything to say and wants to take time to send me his message ILL PRINT IT! However, the message must be constructive in nature, nothing will be acceptable if it's the back-biting type.

6. I hope each one of you have a safe and pleasant holiday. When you make your New Years Resolutions how about saving one for the Auxiliary. We sure will appreciate your individual efforts.

Gone....'Yogie'

The following information concerning accidents has been forwarded to us by the U. S. Coast Guard. The most important point of all seems to be the large number of deaths attributed to the lack of lifesaving devices.

Collisions cause the largest number of injuries. Failure to keep a forward lookout stands out as the principal cause of collisions between bessels and with fixed objects. It is indeterminate how much failure to knowor apply the rulesof the road is involved. Also, there is no measure of the effectiveness of rear view mirrors or of observers in water-ski boats. It is clear, however, that training should stress the importance of the operator watching where he is going, of reducing speed in restricted and congested areas, of observing local traffic patterns, and of taking early and positive evasive action when a collision is likely. Nearly half of the viewwels reporete in accidents were involved in collisions. Over half were outboard powered motorboats less than 26 feet in length, but almost 90 percent of all motorboats fall in this category. Only about one-eighth of the vessels in collisions were towing skiers at the time, although others may have been maneuvering for a pickup.

Each year since 1961 the Coast Guard has closely analyzed fatal boating accidents specifically attempting to determine the degree to which lifesaving devices were used by victims and survivors of these accidents.

Only those persons who dies or were placed "in peril" by being forces into the water in connection with a fatal accident ha have been considered in this analysis. No figures are available concerning the number of persons who, by their wise use of lifesaving devices, pervented a boating "mishap" from becoming a reporatable boating accident.

During 1965, 2,144 persons were placed "in peril" as a result of the accident. 1,360 of these 2,144 died. Eighty nine percent, or 1,213 of the 1,260 who perished, did not have a lifesaving device on or within grasp (although in some cases they may have become separated from one). However, in 35 percent of those 1,212 cases there was no evidence of forewarning immediately prior to the accident which would have dictated the need for a lifesaving device.

Over 63 percent of those individuals who were using a lifesaving device with then were placed in perib as a result of a fatal accident were rescued. Only 30 percent of those who where not using a lifesaving device were rescued.

As might be expected, in the fatal accidents cases reported, very few non-swimmers survived if they did not use a lifesaving device. Only 9 percent were rescued, whereas 50 percent of those non-swimmers who did have a lifesaving device were rescued.....(In this connection, it is estimated that 50 percent of those people of the United States cannot swim 50 feet. The average age of fatal accident victims is 37 years. Male victims outnumber female victims better than 10 to 1., in all likely hood the result of the male trying to bring back the 'bacon', hunky as it might be, eh?

↓↓↓↓↓



WILLIAM J. GARRY

As we all know, Wild Bill, is heading for the big 'slip'. Those who know him will acknowledge that he has earned his present and past positions with the auxiliary.

With a membership circulation of over 2400, 'yogie' thought that many of the troops would like to know more about this devoted auxiliarists..... so, we wrote him a note requesting more detailed information on his experience within the auxiliary.... 'Yogie' recieved a reply to this request which, very frankly can not be improved upon.....Therefore, we will put forth the answer as recieved.....

Dear 'Yogie'

I fancy you want more than a guy can deliver. However, now that the Photographer has worked up the courage to finish my prints... here goes!

In spite of what you man have heard, I was born after the Spanish American war. Actually, the date was August 19, 1912. The scene, New Brunswick, N.J. The birth recieved no more than a passing mention in the papers.

Educated in New Jersey's public schools and Rider College. Added a Rutgers extensio course. Real education started in industry. First boss taught me that the Lord's Prayer, submitted to 30 persons for improvement, would result in 30 different versions.... each one considered (by the author) to be better than the orignal.

Second plant manager who made an idelible impression was one who asked why a condition existed before he chewed anyone out for the existence of the condition. Strangely enough, there were times a good reason existed.

Keeping these things in mind, I added another ingredient to my life....the belief that, if citizens are to benefit from the efforts of others, they should contribute to the welfare of the community themselves.

Net result, I joined the U.S.Coast Guard Reserve (T), in the early 1940's. Wanted to learn to be a 'motor mac' but FC noted I was a radio ham (W2OUN). Result, I became a communications instructor the first evening. Never did learn anything about engines.

Can trace continued membership in the Auxiliary to fact that we had a strong communications group organized by the time the Coast Guard experienced difficulty in organizing use for boating members.

Came up through the ranks to FC, then to DCP and eventually District Commodore. Spent the past year on the staff of the greatest National Commodore the Auxiliary h has had, Ellsworth Weinberg. Finally, at Washington, this fall, was elected National Vice Commodore.

Backtracking to the mid 1930's, somehow, between attending as many as 13 meetings a week, I met, woo-ed and won my wife Dorothy. Amoung the many benefits from this union were a son, Garret; a wife who has been a terrific partner and an understanding ship-mate, and also, because she is understandinga distinct asset yes yes yes!

My vocation? I major as Sales Manager of Radio Station WBCB, Levittown, Pa. My minor is as boating editor ot the (Trenton) Times Newspapers.

My avocatoons?....In addition to the Ausiliary, I am a past president of the Morrisville (PA) Lions Club and am in my 16th year of perfect attendance. I am also a member of the Congressional Action Committee of the Greater Trenton Chamber of Commerce and Chairman of the Ambassadors Club, of the Lower Bucks County (Pa.) Chamber of Commerce.

Dot and I live in the suburbs of Trenton. The house is also occupied by a dog who thinks she is a people. Her name is 'Pooch' and she can be seen almoust anywhere on the Chesapeake Bay, looking over the bow of our 28 foot Trojan Sea Voyager which, strangly enough, is carrying the name 'DOROTHY'....on the transom.

My ambitions for the future???? An Auxiliary 100,000 members strong. One that gives everyone who wants to learn about boating an apportunity to attend a Public Education Course.... an Auxiliary that has enough Courtesy Examiners to make it possible for every boating enthusiast in t this country to obtain a CME Decal if his craft qualifies.

Sam, that about wraps it up..... (and you can say that again.this guy dont leave any ittie bitty crum to add....all 'yogie' got to say at this point is "may the good lord help us all if the 'wild bill' ever connects with 'amigio'....keep your feet off the 989898 varnish, yes yes yes yes!

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WINTER CONFERENCE

Mail to: Paul E. Henninger Sr.
211 Wyngate Drive, Frederick, Md.
zip...21701

PLEASE SEND ME _____ TICKETS FOR EVENT.
I WANT _____ TICKETS FOR BEEF DINNER (WHITE.
I WANT _____ TICKETS FOR LOBSTER THERMODORE
DINNER...(BLUE)

MY NAME IS _____
ADDRESS IS _____ ZIP _____
FLOTILLA NO. _____
COST IS \$5.50 FOR RES BEFORE JAN 18 jan.
.. AFTER WHICH THE COST GOES TO \$6.50.
.....
KINDLY CLIP OUT AND MAIL WITH CASH AT THE
EARLIEST POSSIBLE TIME.....

PAGE SIXTEEN

S.A.R. CONCLUSION OF

DOWN STAIRS AND FETCH MY PURSE AND MY CLOTHES !!" THE COAST GUARD ITSELF IS NOT IMMUNE TO ACCIDENT. LAST SUMMER A GROUP OF VISITING OFFICERS WERE INSPECTING FIRE FIGHTING EQUIPMENT ON A PATROL BOAT WHEN SOMEONE SAW A LITTLE GIRL WHO HAD CUT HER FOOT ON A PIECE OF GLASS. THE PATROL BOAT PICKED HER UP AND WAS SPEEDING HER TOWARD THE STATION FOR TREATMENT WHEN SOMEONE ELSE SAW HER FATHER RUSHING ABOUT, FRANTICALLY WONDERING WHERE HIS DAUGHTER WAS. A COAST GUARDSMAN WENT OFF TO PICK UP THE FATHER IN THE 16 FOOT OUTBOARD, ARRIVED FULL THROTTLE AT THE BEACH, MISSED THE CUTOFF SWITCH AND PLOWED UP 30 FEET OF SAND BEFORE HE WAS FLUNG OUT, QUITE EMBARRASED, AT THE FATHERS FEET.

AS LONG AS THERE ARE MEN THERE WILL BE SMALL BOATS, AND AS LONG AS THERE ARE SMALL BOATS WHERE WILL BE ACCIDENTS IN THEM. WITH THE LEIBURE AND EASY MONEY OF TODAY, THE NUMBER OF SMALL BOATS WILL KEEP GOING UP. ALREADY THE SMALL BOAT BUSINESS IS A \$700 MILLION INDUSTRY. MANY OF THOSE BOATS ARE SOLD TO PEOPLE WHO KNOW LITTLE OF HOW TO OPERATE THEM AND DO NOT SEEM INCLINED TO LEARN no no no. THE COAST GUARD ISSUES CITATIONS IN CASES OF COLLISIONS OR OUTRIGHT HAZARADOUS CONDUCT, AND THOSE CITATIONS MUST BE ANSWERED IN FEDERAL COURT!!!

THE COAST GUARD AUXILIARY, AN ORGANI-ZATION OF DEDICATED AND EXPERT BOATMEN HELP IN THE POLICING BY BOARDING BOATS (ON OWNERS REQUEST...ONLY!) TO CHECK FOR SAFETY EQUIPMENT. BUT THERE ARE SIMPLY TOO MANY SMALL BOATS IN TOO MANY PLACES FOR EFFECTIVE CONTROL.

SOME COAST GUARD OFFICIALS THINK ALL BOATS AND THEIR OPERATOROT SHOULD BE LICENSED AS DRIVERS OF AUTOMOBILES ARE. OTHERS THINK ANYONE SETTING OUT ON A BOAT SHOULD BE REQUIRED TO FILE A TRIP PLAN yes yes yes yes, AS PILOTS OF SMALL PLANES DO.

BUT MOST COAST GUARD OFFICIALS SEEM TO THINK BOTH THOSE PLANS ARE UNWORKABLE AND WOULD INVOLVE SO MUCH PAPER SHUFFLING THAT THE COAST GUARD WOULD HAVE TIME FOR LITTLE ELSE THAN TENDING THE FILES.

"PEOPLE ARGUE WITH YOU ALL THE TIME ABOUT THEIR OWN SAFETY," SAYS ENGINE MAN STITES. "THEY'LL SAY THEY HAVE COAST GUARD APPROVED CUSHIONS ABOARD, BUT IF YOUR SON FALLS OVERBOARD DO YOU WNAT HIM TO SPEND FIVE HOURS HANGING ONTO A CUSHION, OR WOULD YOU RATHER HAVE HIM IN A LIFE JACKET? THEY JUST DONT THINK OF THOSE THINGS. WHAT I WOULD TELL ANYBODY WHO BUYS A BOAT IS THIS....LOOK UP THE COAST GUARD IN THE PHONE BOOK AND CALL US. THERE ARE PLANTY OF COURSES AVAILABLE IN NAVIGATION, PROCEE-DURE, AND SAFETY. IT'S FOR THE BOATER'S OWN GOOD TO TAKE THEM. AT THE VERY LEAST THEY CAN LEARN HOW TO SHOW A PROPER DISTRESS SIGNAL."

THERE IS NOTHING HALF SO MUCH WORTH DO-ING AS SIMPLY MESSING ABOUT IN BOATS. THE IDEA IS TO BE ABLE TO DO IT AGAIN TOMORROW!!

↓↓↓ END ARTICLE ↓↓↓

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NOTHING STOPS A ROLLING STONE LIKE THE BOTTOM OF A HILL.

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DISTRICT NEWS, CONTINUED FROM PAGE 6

WINTER CONFERENCE..

Our good buddy, Paul Henninger, is in charge of tickets for this event. Much has been writen on this subject....however, it is he, Paul Henninger, who will be the manto communicate with regarding getting the duckets.

Sounds like an interesting bit, as you will hear lots of later, and am being moved to attend the function (yogie & his all-seeing-camera)The Brass seem to think that this will be the best of all District Conferences....

EHIBITS... Here is the chance for Flotillas and Divisions to grab an award. Your Division Captain will be in a position to advise you on proceedure for submitting your excellent exhibits.....good yuck!!

FLOTILLA ADMINISTRATION Will be a subject headed up by Amigo's henchmen and should provide every individual involved in Flotilla administration a real 'leg up'.

Coast guard personell will head up this part of the program....it looks good, and should be real good !

STATE BOATING AUTHORITIES will be present for round table and other on the spot discussions....you will have the chance to check out and discuss your indiviual problems with these officials..... and your 'yogie, the baré' has his gaff hook all but razor's edge sharp for this event. Y'all can sharpen your own spears.

PRESS COVERAGE.....is something with a new twist, this year. the Flotilla Commanders are/have been requested to look alive on those local pubs and their respec-tive editors, who normally cover the actions of the Auxiliary..... These editors and/or their reporters are welcome at this bit....in fact, the welcome matt has been thrown out to these good people in partic-ular. They will be the exclusive guests of the Coast Guard in what is known as the 'Hospitality Room'. Special badges have been prepared for the press which shall be their admittance ticket to this room. The officials, top ranking Coast Guard brass, from Washington and Districts will be on hand to allow the press to get first hand stories on subjects they choose. No Aux-iliary will be present in this room...not by choice but because of the size limitatio of the room. THIS WILL BE THE TIME FOR ON THE SPOT SCOOPS for attending press.

During the dinner and presentation part of the program the press will recieve the choice seats, up front.

Flotilla Commanders are encourgged to issue invitations to those of the press tha cover Auxiliary affairs. The Flotilla will sponsor those of the press they bring. It goes without saying that the value the Flotilla recieves by its investment can not be measured.

DISPLAYS-TRAINING AIDS.....Every type of training aid available will be on display during this function. Some new material not known to be available will be posted complete with unit coast. Your Training Officer should have a ball as it will bring him completly up to date on what is available to him in preforming his important function within the Flotilla.

CHECK 18, COL 1

PAGE SEVENTEEN

WINTER CONFERENCE

REMEMBER TO REMEMBER

via/CHUB HILL
da bird!

- (1) The date of the Winter conference is 28 January 1967.
- (2) The place - Defense Clothing and Textile Center, 2800 S. 20th Street, Philadelphia
- (3) Registration begins at 1400 hours
- (4) There is NO REGISTRATION FEE !
- (5) There will be three seminars:
 - A. EDUCATION
 - B. AUXILIARY ADMINISTRATION
 - C. ROUND TABLE WITH STATE BOATING ADMINISTRATIONS.

These seminars are being scheduled one at a time.

- (6) There will be a short meeting of PAST CAPTAINS' ASSOCIATION.
- (7) Choice of entree - BEEF OR LOBSTER NEWBURG.
- (8) Deadline date is 17 January for \$5.50 fee. After that date, tickets cost \$6.50 each.

DONT FORGET

- (1) Identification cards - they are necessary to gain admittance to the Center.
- (2) Guests who are not members of the Auxiliary are to be registered with the guard on duty at the gate.
- (3) Flotillas are being asked to work on their exhibits.
- (4) There will be a program for the ladies.
- (5) The presentation of Awards is to be brief.
- (6) Parking is gratis.
- (7) Remember to remember this is the chance to visit with friends we seldom see.
- (8) DONT REMEMBER to make your reservation- DO IT NOW!
- (9) See you at the conference/?

'Yogie' says.....

- A. I've bought it, am going with the old gal.
- B. Am curious as to what all this drum beating is about.
- C. I know that the big brass will be there from all over the area, including D.C., and Yogie just can't pass that up...nor can the one-eyed monster that seems to be a part of me in these fading years.
- D. It is my understanding that we will have the best in 'press coverage'...that is, if local flotillas can come up with the loot to support the dinner ticket of the press man (or woman) that they sponsor.
- E. As an 'X' Flotilla Commander, I am very interested in the exhibits on new material which will be exhibited....stuff in training aids and up-dated Coast Guard Publications....Ya, am interested in this bit, but good!
- F. They tell old good natured 'Yogie' that the chow here is better than that which has been served this old 'chow hound' at base Cape May. This I just got to see!
- G. And, I guess the real draw will be the chance to see all the gang.
- H. Those of you all that can't make it will see a few clips through 'Yogies' one-eyed Monster....

TRY HARD TO MAKE THE BIT....SOUNDS GOOD !

NOTICE TO MARINERS CONCLUDED.

Y Yogie would very honestly suggest that you purchase new chart as this list of changes would take the whole pub to detail.....Many, many changes...In other words, the following charts are no longer reliable..... USC/GS 549, 549-SC, 551, 551SC, 555, 558, 568, 1225, 1226, 101 SC, 1223.

FINAL NOTICE....A DEAD LINE IS A DEAD LINE, AND THIS IS THE LAST TIME FOR LATE ITEMS - A FINAL CONSTRUCTIVE THOUGHT, "PLAN YOUR SUBMITTALS TO MEET DEAD LINES". OTHERWISE FORGET ABOUT SENDING THEM IN. gone! mad!

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

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