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The National Commodore, U.S. Coast Guard Auxiliary, John Stone is shown here with our own Third Coast Guard (SA) Auxiliary District Commodore, John E. Johansen.

Commodore Stone's pending presence was held as top secret information. His surprise visit proved that the mighty Third Southern is indeed recognized.

NCO Stone's address to the overflow Saturday evening auxiliaries and guests indicates a complete revamping of national administrative procedures towards professionalism which is expected to reach all levels of auxiliary by 1970.

We were all complimented by his attending our summer rendezvous.

Welcome aboard any time, and good fortune to you and your objective to strengthen the United States Coast Guard Auxiliary.

## \*THE BARE'S FACTS-

31 July 1969

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

ASSISTANT DIRECTOR  
Lt. (jg) Allen H. McCoy

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Wallace D. Taylor

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Charles E. Niessen

RECORDER  
Beatrice R. Howlett

SAFE BOATING  
Claire Bloxham

PROJECT 'AIM'  
Lloyd Furber

ASSISTANT TO PROJECT 'AIM'  
Kay Furber

AWARDS  
Ken Sowden

POWER SQUADRON LIAISON—COMMUNICATIONS  
Royden E. Hager

ASSISTANT—COMMUNICATIONS  
James M. Ristine

DIRAUX LIAISON  
Claire Bloxham

MEMBERSHIP GROWTH & RETENTION  
Paul Henninger

AUDIT  
George D. Savage Philip W. Spielmann

### GREETINGS:

My portion of this pub, this issue, will concern itself with two problems which presently face each and every boater—large or trailed craft.

We all have a problem facing us. This problem could be an expensive one considering.

**PROBLEM #1—OUR RADIOS ABOARD OUR FACILITIES**—If they are of the “low band frequency” type, they will be worthless and non-effective in communication with the Coast Guard commencing in 1972. The word is out that the newer, higher FM frequencies will be the standard “watch frequencies” after this time.

Those who plan to buy a radio for facility use should be advised that their expenditure in the neighborhood of \$300 to \$1,000, depending on wattage output, will be a washout by 1972.

Furthermore, the Auxiliarist who has the popular “CB” radio communication installed, or who plans to purchase a communication medium utilizing these FCC assigned frequencies, should be advised that the Coast Guard absolutely turns thumbs down on monitoring this channel series and has come out officially with a proclamation sustaining this fact. NO!

So, you are advised that any expense in this direction is like using dollar bills to start your cook fires. Let's take a closer look at CB radio and some possible exceptions.

PLACE: Local inland waterways.

TIME: During weekend boating periods.

USE: (a) only inland—never, ever, in the areas controlled by the U.S.C.G.

(b) In those areas where there is a consistent “CB” monitoring station, one that has the formulation of club status, and has assigned CB radio monitors, on deck, *at all times*.

(c) Where boaters have knowledge of the channels monitored by these local stations set up expressly for the purpose of aid to local boating public.

(d) Where each user of the “CB” type equipment fully understands the limitations of the equipment.

It stinks for less than 1½ miles (5 watt output) and **YOU CAN COUNT ON THAT AS AN ABSOLUTE FACT!**

(e) Boating “CB”ers should be advised that hand held walkie-talkies are positively worthless, for too numerous reasons to mention.

(f) Boating “CB”ers who do use CB radio communication should be advised to purchase 5 watt outfits that have been properly checked by a licensed radio technician.

(g) Finally, if you plan to use your facility (boat) in any other area than those waters where you know a CB channel is monitored, don't count on being heard.

(h) Closing—CB has been a boon to highway Rec. Vec. mobiles. It has also been a terrific aid to local inland water safety patrols, in specific areas. CB, however, as far as marine radio use, is a dead duck. The commandant of the U.S. Coast Guard has officially stated that this radio communication between CB and boater will never be. The Bare's advice is to forget it, outside of previously stipulated areas, and I am not going to win any popularity contest as far as “CB” owners are concerned. Incidentally, my call sign is KMG 4443, so I know what of I talk. So, if you are thinking CB radio, keep in mind these final facts:

1. The Coast Guard will neither monitor or answer on these frequencies.

2. The Coast Guard disapproves of the use of CB radio for marine boating.

3. The legal output, authorized by FCC, is a maximum of 5 watts output which limits its effective range to within one or perhaps 1½ miles.

**PROBLEM #2—Pollution of water via marine toilets.**

Effective January 2, 1972, direct discharge of toilet effluent into boating waters is prohibited.

The recently passed anti-pollution law has declared that the U.S. Coast Guard will be the control agency in enforcing this law.

Simply stated, this means that even boats which now have the standard marine toilet, which pumps water from boating waters into the toilet and discharges the net result back into boating waters, has until 1972 to change over to the type that incorporates a *holding tank*.

A holding tank is simply a storage tank into which the polluted toilet water is held until the boater reaches a marina where the effluent is pumped from the tank into approved local sewerage disposal systems.

Every type of toilet which pumps overboard, even though chlorinated, is outlawed. **NOTHING IS PUMPED OVERBOARD.**

Conversion of the marine toilet to the holding tank type is estimated at between \$200—\$400, dependent entirely on the size of holding tank that is desired and/or can be located in the bilges.

**FOOD FOR THOUGHT**—Why not stop polluting the air, as well, stop smoking and use the savings to buy the new marine toilet facility.

Gone, de Bare

DIRAUX MEMO NO. 17-69

From: Director of Auxiliary (SA)

To: Distribution

Subj: REGISTRATION FEES TO BE CHARGED  
FOR AUXILIARY PUBLIC EDUCATION

Ref: (a) COMDT NOTE 5197

(b) Part I, Section E, Auxiliary  
Instructors Guide, CG-336

1. **PURPOSE.** The purpose of this memorandum is to set forth guidelines for determination of the fees to be charged enrollees of Public Education Courses conducted by Auxiliary units.

2. **DISCUSSION.**

a. Public Education constitutes one of the “cornerstones” of the Auxiliary. For the general public, Public Education courses aim to teach to the maximum extent possible the fundamentals of boat handling, safety practices and courtesy on the water. It should be noted, however, that **THESE COURSES ARE FREE TO THE BOATING PUBLIC.**

b. The respective course pamphlets and lesson plans are published by the Coast Guard Auxiliary National Board, Inc., and NOT the Government. However, nominal charges are made by the Auxiliary to defray the cost of printing.

c. Therefore, the Auxiliary may charge a fee (to cover registration costs, etc.) for each enrollee above the cost of course materials. **THIS ADDITIONAL FEE, EXCLUSIVE OF COURSE MATERIALS, IS NOT TO EXCEED THE FOLLOWING MAXIMUM AMOUNTS:**

(1). One Lesson Course .....	\$1.00
(2). Three Lesson Course.....	\$2.00
(3). All other Courses over three lessons.....	\$3.00

Furthermore, courses which are conducted in conjunction with school Adult Education Programs **WILL BE APPROVED** wherein the school registration fees are fixed with no charge for materials provided that the amount ordinarily paid to the Adult Education teacher is paid to the sponsoring Auxiliary unit.

3. **ACTION.** Responsible Auxiliary Officers of units sponsoring a Public Education Course will:

a. Submit form required by reference (b), “USCGAUX Application to Sponsor Public Education Course, to the Director of Auxiliary (SA).”

b. State the price to be charged the public for the Course, based upon the prices listed in the current DSO-MAT Materials Price Listing Bulletin.

c. State that all monies to be received for the course will be transmitted to the Auxiliary Secretary-

Treasurer of the sponsoring unit.

d. State that the Auxiliary Instructor will not receive any personal remuneration for conducting the course.

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

Sig/M. TUBELLA, JR.  
Director of Auxiliary (SA)

DIRAUX MEMORANDUM NO. 18-69

From: Director of Auxiliary (SA)  
To: All Flotilla Commanders  
Subj: AMENDMENT NO. 1 TO THE USCGAUX  
MANUAL (CG-305); distribution of

1. PURPOSE: The purpose of this memorandum is to distribute Amendment No. 1 to the USCGAUX Manual, CG-305.

2. DIRECTIVE AFFECTED: DIRAUX MEMO NO. 8-68 is superseded and cancelled.

3. DISCUSSION: AMENDMENT NO. 1 TO THE COAST GUARD AUXILIARY MANUAL, CG-305 PUBLISHES THE LATEST CHANGES IN AUXILIARY POLICY WHICH AFFECT THE AUXILIARY MEMBERSHIP. IT IS IMPORTANT THAT EACH AND EVERY MEMBER BE MADE AWARE OF THESE POLICY CHANGES VIA HIS ENTERING THE AMENDMENT TO HIS COPY OF THE MANUAL PER INSTRUCTIONS PROVIDED AS A PART OF AMENDMENT NO. 1.

4. ACTION: EACH FLOTILLA COMMANDER IS TO ADVISE HIS MEMBERSHIP OF THE ABOVE AS WELL AS TO INSURE THAT EACH MEMBER OF HIS FLOTILLA RECEIVES A COPY OF THE ENCLOSED AMENDMENT NO. 1. Sufficient copies are being forwarded to each Flotilla under separate cover for this purpose. IT IS RECOMMENDED THAT EACH FLOTILLA COMMANDER ASSIGN A MEMBER OF HIS FLOTILLA TO INSURE COMPLETE ACCOMPLISHMENT OF THIS ACTION.

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

Sig/M. TUBELLA, JR.  
Director of Auxiliary (SA)

## \*NOW HEAR THIS !



On 19 August 1969, I will have been assigned as Director of Auxiliary, Third Coast Guard District (Southern Area) for a period of five months.

During this time, I have attended the 1969 National Spring Conference, several District and Executive Board meetings, and numerous Division and Flotilla functions. As a result, I have learned a great deal about your accomplishments, your problems and your goals. At the same time, I have had the opportunity of meeting a lot of wonderful and gracious people.

It is also encouraging to note that the Third District (Southern Area) has grown considerably during the first half of calendar year 1969. For the period ending 30 June 1969, we have enrolled 250 new members and disenrolled 42. We have exposed more boating enthusiasts to Public Education Courses this year than in the same period last year, and we have conducted more Courtesy Motorboat Examinations this year than in the same period last year to name but a few areas. This is excellent progress and I hope we can continue this rate of growth through the remainder of the year.

In order to learn my job more thoroughly and to be of maximum assistance to you all, I intend to visit all Division and Flotilla meetings in the coming months. The Third District (Southern Area) has an excellent reputation and has traditionally been in the vanguard of new ideas and concepts. I will do my utmost to enable your continuance of this reputation.

M. TUBELLA, JR.



IT'S WORTH A FEW MOMENTS  
OF REFLECTION!

The Facility Inspection deadline is past, and it would appear more often than not that the annual Auxiliary Vessel Facility Inspection requirement has become more of an administrative burden rather than an annual check-up and re-evaluation of a particular boat to insure that it meets the high standards in order to be designated an Auxiliary Vessel Facility and awarded the annual Facility decal. It is important that the approximately 15,000 boats annually designated as Auxiliary Vessel Facilities are comprising an exemplary fleet among the approximately 4,750,000 boats plying our navigable waters and inland lakes.

It is extremely important, among other reasons, that the Auxiliary does in fact "PRACTICE WHAT IT PREACHES". Along this same line of thought, it is important that each and every Auxiliarist not lose sight of the primary purpose for the establishment of the Coast Guard Auxiliary. The primary purpose presents to the Auxiliary a tremendously large task to accomplish; and, accomplishment can be obtained ONLY through each and every member realizing that his seemingly small contribution within the Flotilla and via the Auxiliary Programs is making the accom-

plishment of this large task possible.

This is specialization. And, if you do not believe in specialization, you are one of the very few who built the family automobile at home rather than have it done by some manufacturer.

A. H. MC COY

## \*COMMODORE'S CORNER

### COMMODORE'S CORNER

Within the next several months, many changes of command of the various units in the Coast Guard Auxiliary will be effected.

Let us look at the requirements of such leadership. First of all, he should be dedicated to the primary principles of our organization as it is spelled out in Section 822, Title 14, U.S. Code. If you don't know what that is, see the Preface, page iii in CG-305 (1968).

Then, it is imperative that he be well versed in the working background of the Auxiliary. Without that knowledge, his effectiveness as a leader of his unit is reduced.

Next, this proposed officer should be a leader who has the ability to delegate authority and to pick the best man to do the job upon being delegated that prestigious power. Control of the policy-making must, however, rest upon the leader's shoulders.

Certainly, not the least of all the requirements is his ability to serve. We might call it his availability. No organization can survive with absentees at the helm. The progress of any organization is determined by the exchange of ideas and information and the activities which spring therefrom. Lack of attendance at meetings on the next higher echelon leaves those in the immediate group and subsidiary sections uninformed.

The efficacy of any organization is predicated upon the participation of each individual. If the latter lacks leadership, he loses interest and the unit suffers and withers. With an interested, dynamic person in charge, the establishment becomes alive, does things and attracts others.

Which type do you in the Auxiliary want? You will have your chance to choose within the next month or two. Select wisely and well. The future of your organization depends upon it.

JOHN E. JOHANSEN  
Commodore

## COMMUNICATIONS REPORT

### THE NEGATIVE APPROACH

No doubt you have heard or read numerous instructions on what TO DO to use a Marine Radio correctly!

Here are some *negative thoughts* for a change . . .

FIRST: DON'T take your Marine Radio for granted. It could save you when the chips are down. When was the last time it was tuned up and checked by a competent Radio Technician? FCC Rules and Regulations require it to be checked once a year or when your boat is put in commission each new season.

SECOND: In routine testing of your R.T. DON'T make a blanket call—"Hello Any Boat for a Radio Check"!! Calls should be directed to a specific station or another boat you have heard on the air in your vicinity. Also please DON'T call the Coast Guard too frequently for a test check. They have their hands full enough as is.

THIRD: In testing your equipment or calling another boat DON'T make excessive Long Calls. If you do not receive an answer, wait at least 5 minutes before trying again.

FOURTH: DON'T use the radio for party line "gab sessions". FCC rules state *very clearly* that traffic should be of a safety and operational nature.

### ON THE POSITIVE SIDE

DON'T FORGET TO MONITOR 2182 channel should you hear a distress call—DON'T be TOO quick to answer. MAKE SURE IT IS NOT BEING RECEIVED BY THE COAST GUARD OR ANOTHER VESSEL NEARER THE BOAT IN DISTRESS. Then call and offer to relay or help in any way IF YOU ARE IN A POSITION TO DO SO!

DO record all calls and keep your Radio Log up to date.

Finally—DON'T FORGET TO USE YOUR SET PROPERLY SO THAT ALL may receive some benefit from this valuable asset to boating and safety.

Skip Hager  
DSO Communications

### MARINE RADIO FORMAT VITAL!!!

WASHINGTON, D.C.—PROPER MARINE RADIO PROCEDURE IS VITALLY IMPORTANT TO THE DISTRESSED BOATER, the Coast Guard emphasized here today.

"A distress situation often brings on confusion and haste," warned Rear Admiral Joseph J. McClelland, Chief of the Office of Boating Safety. "THERE ARE SET PROCEDURES FOR COMMUNICATIONS BY MARINE RADIO . . . established to aid just this

type of situation. The best thing you can do as a boatman . . . is to keep calm and follow them!"

In a recent distress case in the Atlantic, the Coast Guard was unable to dispatch help because the distressed vessel didn't follow the prescribed distress communications procedures. THE INTERNATIONAL DISTRESS CALL "MAYDAY" WAS SENT SEVERAL TIMES, BUT THE NAME OF THE VESSEL WAS TRANSMITTED IN SUCH A MANNER THAT IT WAS NOT UNDERSTANDABLE. LATER MESSAGES FROM THE STRICKEN SHIP OFFERED NEITHER THE NAME OR THE POSITION. THE VESSEL WAS LOST BECAUSE OF POOR INFORMATION. (Luckily, survivors were spotted, and rescued, by a passing ship.)

### THE PROPER PROCEDURES

The International Radio Regulations, updated by the International Telecommunication Convention (Geneva, 1959), designate the proper format for distress calls.

Actually the format is simple: The word "MAYDAY" three times on a distress channel, 2182 kilohertz or 156.8 megahertz, followed by the words "This is"; the name of your vessel, three times. This should be followed by your POSITION, a DESCRIPTION of your vessel, and the TYPE OF ASSISTANCE you require. Also include any other IMPORTANT INFORMATION.

Repeat your call often, until answered. If no one replies, continue the call for help.

ALL BOATMEN, reminds the Coast Guard, SHOULD BE FAMILIAR WITH THE PROCEDURES OF MAKING A DISTRESS CALL. EVERYONE ON-BOARD SHOULD BE BRIEFED ABOUT THE RADIO, AND ITS PROPER USE IN AN EMERGENCY.

### SAFETY AFLOAT

"ATTENTION ALL FEMALE AUXILIARISTS"  
NATIONAL WOMENS ADVISORY COMMITTEE  
To: ALL WOMEN AUXILIARISTS OF THE  
COAST GUARD DISTRICT (SA)  
From: MARIE SEMET—DWAC

Before I proceed any further I would like to familiarize you with some of the terms we will be using.

NAWAC—NATIONAL WOMENS ADVISORY COMMITTEE—This person is chairman of this committee. She is to gather all the information and give it to the National Board. (We are very fortunate to have a wonderful gal by the name of Rose Mary McElhinney of Webster, Texas, as our chairman).

DWAC—DISTRICT WOMENS ADVISORY COMMITTEE—This person is chairman of the committee on a District level. She is the right hand man for her Commodore. If the District is large, she may have as many helpers as she wishes. (Yours truly is deeply honored to be chosen as your representative).

Div-WAC—DIVISION WOMANS ADVISORY COMMITTEE—This person is chairman of the committee on a Division level. She is the right hand man of her Captain. Again, she may have as many helpers as she needs. (In the very near future, all Captains in our District will be asked to appoint a chairman to work with the DWAC).

WAC—FLOTILLA WOMANS ADVISORY COMMITTEE—This person is chairman of the committee on a Flotilla level. She is really the person to start the ball rolling. When information is needed for the National level, it must come from the beginning and that is the Flotilla. (This young lady will be appointed by her Flotilla Commander in the near future).

The object of this committee is to further the growth and retention of the female Auxiliarist and to try to help them with their problems and questions. Through the cooperation of the above committee members every attempt will be made to keep the girls informed of new developments.

Incidentally, did you know that the Third Coast Guard District (SA) has a membership of 386 female Auxiliarists? This is an increase of 50 members since last year.

One of the most important problems we have is the procurement of uniforms. I have not been able to secure anything definite about obtaining uniforms from the Bainbridge, Maryland base. As soon as I can obtain positive information, I will pass it on to you. I have also been told that you can place an order through the Director's office—they in turn, will send your order to New York to be filled. I have the names of some private concerns where uniforms and accessories may be obtained—if you write me, I'll send you this information. I know this is just about as much as we knew before but give us a little time and we'll have all the girls in uniform (I hope).

Below is a brief run-down as to some of the things that was done for the ladies in the Auxiliary at the National Conference in San Diego, as passed on by our chairman, Rose Mary.

(1) "Women Auxiliarists should receive recognition in the form of National Awards, etc., designated exclusively to be given for the type of work that would normally be done by a Woman Auxiliarist". (Please pass on the name of any lady who earns a ribbon of any kind—Rose Mary wants her name so that she may send her a letter of congratulations upon earning it).

We gals are hard workers and it's wonderful to know that some of our efforts are beginning to be recognized).

(2) The women of the Auxiliary have always had uniform problems, especially during patrol activities. This problem was brought up before the National Conference and women are now permitted, if they wish, to wear blue denims or navy blue culottes while giving CME's or on patrol. During cool weather you may wear a long sleeve white shirt instead of a short sleeve one. Some gals are sewing their own culottes. I understand they are using Simplicity pattern #5154. It would be a great idea to have a group of girls to get together and have an "Auxiliary Sew-Fest".

Numerous questions pop up on the proper wearing of the uniform—here is the answer to the familiar one about the wearing of hats while indoors. Captain McCann, our Chief Director, says that our hats are to be sitting on a shelf besides the mens' hats when indoors. O.K.?

The wearing of ribbons goes the same for us as it does for the men.

The length of the skirt has presented quite a problem—with reference to CG-404—"The 1969 Auxiliary Uniform, Awards and Flag Code Manual" that has just been issued—(your Flotilla Commander has one in his files)—notes "Adjustments of length to conform with current fashion will be as prescribed by competent authority". Another section of this manual notes that "skirts" should be no shorter than the middle of the knee cap and no longer than mid-calf; within this range proper skirt length will depend on the individual's figure and length of uniform coats. Hope this helps answer your questions in this category.

Of course you know that no jewelry is to be worn while in uniform.

I know that we have many other questions and problems, but give us a little time and we'll try our best to answer them all. Please pass on your personal problem and if we can't answer it, we will pass it on to the National Committee.

If any of you girls have any information or suggestions, please write to me and I'll see that it is passed on.

Best Wishes  
From your "DWAC"  
(Mrs.) Marie Semet  
1601 Dillon Road  
Maple Glen, Pa. 19002



CAPE MAY, N.J.—MISS SAFE BOATING WEEK—1969. Ann Marie Murray, 19, daughter of Mr. and Mrs. Paul J. Murray, 23 Valley Road, Wyomissing (Reading) Pa., waves from a patrol boat after being named "Miss Safe Boating Week—1969" by crewmen at the U.S. Coast Guard Station here.

6 August 1969

DSO-COURTESY EXAMINATIONS BULLETIN NO. 1-69

From: DSO-Courtesy Examinations  
To: All Division Staff Officers—Courtesy Examinations  
All Flotilla Staff  
Officers-Courtesy Examinations

Subj: 1969 Courtesy Motorboat Examination Program; information concerning

1. With the boating season approximately HALF OVER, OUR 1969 CME PROGRAM HAS PRODUCED 51% OF ITS GOAL OF 14150 CME'S. The CME/CE Report (previously issued to FC's) dated 25 July 1969 covers the number CME's produced by the individual Courtesy Examiner. As of 21 July 1969, the Third CG District (SA), has accomplished a total of 7266 CME's, which were performed by 367 Courtesy Examiners. THIS INDICATES THAT 56% OR 456 COURTESY EXAMINERS HAVE NOT REPORTED OR PARTICIPATED IN THE PROGRAM. The District records also show an increase of 12% this year in the number of Courtesy Examiners, as compared to those reporting in the 1968 program. Our performance to date appears to be well above the projected rate of progress and must continue in order to accomplish our goal by 1 November 1969.

WHAT COURSE OF ACTION IS REQUIRED TO MAKE THIS IMPORTANT PROGRAM A SUCCESS?

a. As a Courtesy Examination Officer, I recommend that we utilize our time and efforts TO PROMOTE and/or advance the program at the Flotilla level.

b. Let's ENCOURAGE the Courtesy Examiners to increase their current rate of performance in order to

accomplish their Division and District projected goals.

2. Following is a list of recommendations which may assist in the advancement of the program:

a. Have all Courtesy Examiners promptly submit to the District Office, all CME Report Cards (Form CG-3594) CURRENTLY WITHHELD.

b. Encourage all Courtesy Examiners WITH LESS THAN FIVE (05) reported CME's TO MEET AND/OR SURPASS their minimum requirements.

c. POINT OUT TO THE COURTESY EXAMINERS WHO HAVE NOT REPORTED TO DATE, THE NECESSITY OF THEIR PARTICIPATION, in order to remain qualified.

d. ENCOURAGE FOLLOW-UPS on failing CME's, to check the corrective action taken, for possible awarding of decals.

e. Continue the establishment of CME Stations.

f. PROMOTE THE ESTABLISHMENT OF TWO-MEN CE TEAMS to visit Boating Ramps and Marinas.

g. ADVANCE LOCAL NEWS PUBLICITY to support the program.

3. By a copy of this memo, I am requesting each Division CE Officer to continue his full support to the Flotilla CE Officers in the advancement of the program.

4. TO SURPASS OUR 1969 CME GOAL OF 14150 COURTESY EXAMINATIONS, IT WILL REQUIRE EACH COURTESY EXAMINER IN THE DISTRICT (TOTAL OF 823) TO PERFORM AN AVERAGE OF NINE (09) ADDITIONAL CME'S ON OR BEFORE 1 NOVEMBER 1969.

SUBMITTED: J. L. KRAGER, JR.  
DSO-CE

## \*OPERATIONS REPORT- by... Andrew Assimos



### SUMMARY REPORT OF AN ASSIST TO "RUNNING WILD" ON 17 MAY 1969

1. On 17 May, 1969 at 6:15 PM, R. H. HUNTER of Flotilla 11 on his first safety patrol of the year sighted a capsized cruiser in the ELK RIVER with two men sitting on the keel. Hunter's vessel, CGA FISH HOUND, is a 19 ft. I/O cruiser.

2. Hunter immediately called CGA SIN 1, a 36 ft. Trojan belonging to DR. E. E. ROSE, also of Flotilla 11, for assistance. Sin 1 responded immediately and was on the scene within 15 minutes with the following crew of auxiliaries aboard: F. W. PAGE, A. BRYSON, F. STEELE and E. Reed, all members of Flotilla 11.

3. When SIN 1 arrived, FISH HOUND had the survivors aboard and was trying, unsuccessfully, to tow the capsized hulk against the very strong wind and current prevailing at the time. Turning the tow line over to SIN 1, he took the survivors in to shore at the TWO RIVERS YACHT BASIN on the BOHEMIA RIVER.

4. The Maryland Marine Patrol boat TARBAY with officer WINTERSON aboard arrived on the scene about this time to assist. Auxiliaries STEELE and REED went aboard TARBAY to assist as crew.

5. By the time SIN 1 was able to get the tow under control in the strong wind and current, they had been carried almost two miles up the Elk River above the point where the rescue operation had started. By this

time, FISH HOUND had returned to the scene with auxiliaries JOHN and NANCY HOPKINS of Flotilla 14 on board as crew and was busy keeping curious onlookers out of the way and in flagging down and slowing down passing cruisers and commercial vessels to minimize their wakes.

6. SIN 1 had contacted COAST GUARD BALTIMORE by radio and had been placed under official orders for the duration of the operation. With the tow under control, they proceeded to tow the hulk across the busy Elk River ship channel into the Bohemia River. Since it was now quite dark, FISH HOUND went ahead to navigate while SIN 1 followed FISH HOUND'S stern light and concentrated on keeping the tow afloat and under control. Tarbay followed up the rear with her searchlight on the tow and, when necessary, slowing down approaching vessels.

7. Radio contact was established with auxiliary W. KEENAN on CGA RESTLESS in Two Rivers Yacht Basin. He quickly arranged for shore lights on the bulkhead at the entrance to the Marina to guide the group in.

8. Finally at about 11:00 PM, four and one-half hours after the vessel had been sighted, it was beached in three ft. of water just outside the bulkhead at Two Rivers Yacht Basin. SIN 1 brought the hulk in to about five feet of water, then FISH HOUND and TARBAY, lashed together, took her into the bulkhead.

9. Two women who had been on the vessel had been taken off by a small outboard at the time she went down and taken in to WHITE CRYSTAL BEACH on the Elk River. The women were brought up to Two Rivers and united with their husbands.

10. Shortly after the accompanying picture was taken, the owner was able to pump out the vessel and refloat her. She was towed to the travel lift by SIN 1 and taken out of the water. The next day she was taken back to her home base in New Jersey to be salvaged. If she had not been towed in to Two Rivers at the time of the sinking, she would undoubtedly have been a total loss and would have remained in the Elk River as a menace to navigation.

11. The exact cause of the sinking is not known but was probably the result of striking a submerged object. The vessel had a large hole in the port side of her hull near the keel.

## OPERATIONS REPORT

At the start of the 1967 campaign I expressed an optimistic prediction of a 25% increase in Assistance Missions. Members of 3rd (SA) made me look bad by coming up with a 60% increase. This was almost 100% over 1966. This year I stated that we would be hard pressed to increase 5-10%. After all, the higher the figure, the harder to beat. Well, I am happy to say that you are making me look bad again. As of August 1, 1969 3rd (SA) is running 25% ahead of 1968. I hope this trend continues. The worse my prediction looks, the better district will stand nationally.

IF ANY AUXILIARIST HAS PERFORMED AN ASSIST, BUT HASN'T TURNED IT IN A REPORT, LET'S GET IT IN. YOUR FLOTILLA NEEDS IT—YOUR DIVISION NEEDS IT—YOUR DISTRICT NEEDS IT—THE COAST GUARD AUXILIARY NEEDS EVERY ONE.

## SAFETY PATROL REPORT

	FLOTILLA	PATROLS
R. P. Neiman	83	14
Everett Woodman	7-11	11
Ralph Ussher	7-11	10
Andrew Assimos	15	6
Philip Spielman	87	6
J. A. Britton	11-2	6
R. H. Hunter	11	5
W. E. Fox	18	5
L. Corgliano	76	5
Wm. Bunting	87	5
Fred Vergara	87	5
L. Steelman	87	5
Joe Knowles	87	5
Harry Muchler	92	5

## Leading Flotillas—Safety Patrols—1 August, 1969

Flotilla		
	87	47
	7-11	31
	83	21
	11	13
	15	13
	92	13
	75	12
	77	12
	19	10
	7-10	10

Sig/Andrew Assimos  
DSO-3SA-Operations

## Special Purpose Lifesaving Devices Pushed by USCG

WASHINGTON, D.C.—The Coast Guard's Chief of the Office of Boating Safety, REAR ADMIRAL JOSEPH J. MC CLELLAND, today reaffirmed the Coast Guard's interest in "special purpose" lifesaving devices.

"We recognize that to be effective a lifesaving device must be worn . . . But many people don't, or won't, wear the "standard" type life preserver or vest," he stated. "Despite the maximum safety offered, some boatmen think these devices too bulky or uncomfortable."

TO ENCOURAGE PEOPLE TO WEAR LIFESAVING DEVICES THE COAST GUARD, in 1964, established procedures to approve "Special Purpose" types. This permits lifesaving device manufacturers to design devices intended for special water sporting activities to provide freedom of movement, warmth, or protection from the weather. The devices, of course, must meet adequate flotation requirements.

"SPECIAL PURPOSE" DEVICES ON THE MARKET NOW INCLUDE SKI VESTS, SAILING VESTS, AND HUNTERS JACKETS.

"UNFORTUNATELY THERE IS WIDESPREAD MISUNDERSTANDING ABOUT THE ACCEPTABILITY OF THESE DEVICES," Admiral McClelland pointed out. "ANY COAST GUARD APPROVED LIFESAVING DEVICE, WITH THE EXCEPTION OF THE SPECIAL PURPOSE "WORK-VEST", SATISFIES THE LEGAL REQUIREMENT FOR ONE LIFESAVING DEVICE ON BOARD FOR EACH PERSON."

THIS APPLIES TO ANY PLEASURE BOAT UNDER 40 FEET IN LENGTH, not carrying passengers for hire. Boats 40 to 65 feet long must carry approved life preservers or life rings, as do commercial vessels.

Coast Guard approval is clearly marked on each device.

"Whichever type lifesaving device you choose," the Admiral concluded, "follow the "4 A's": HAVE APPROVED DEVICES; ASSIGN ONE PER PERSON ONBOARD; ACQUAINT EACH PERSON WITH THEIR LOCATION and proper method of wearing; AND KEEP THEM READILY AVAILABLE!"

SAFETY AFLOAT IS NO ACCIDENT

FUN OR TRAGIC?

WASHINGTON, D.C., July 18, 1969—Four hundred and ninety two pleasure boats were involved in water skiing accidents last year according to the latest Coast Guard statistics.

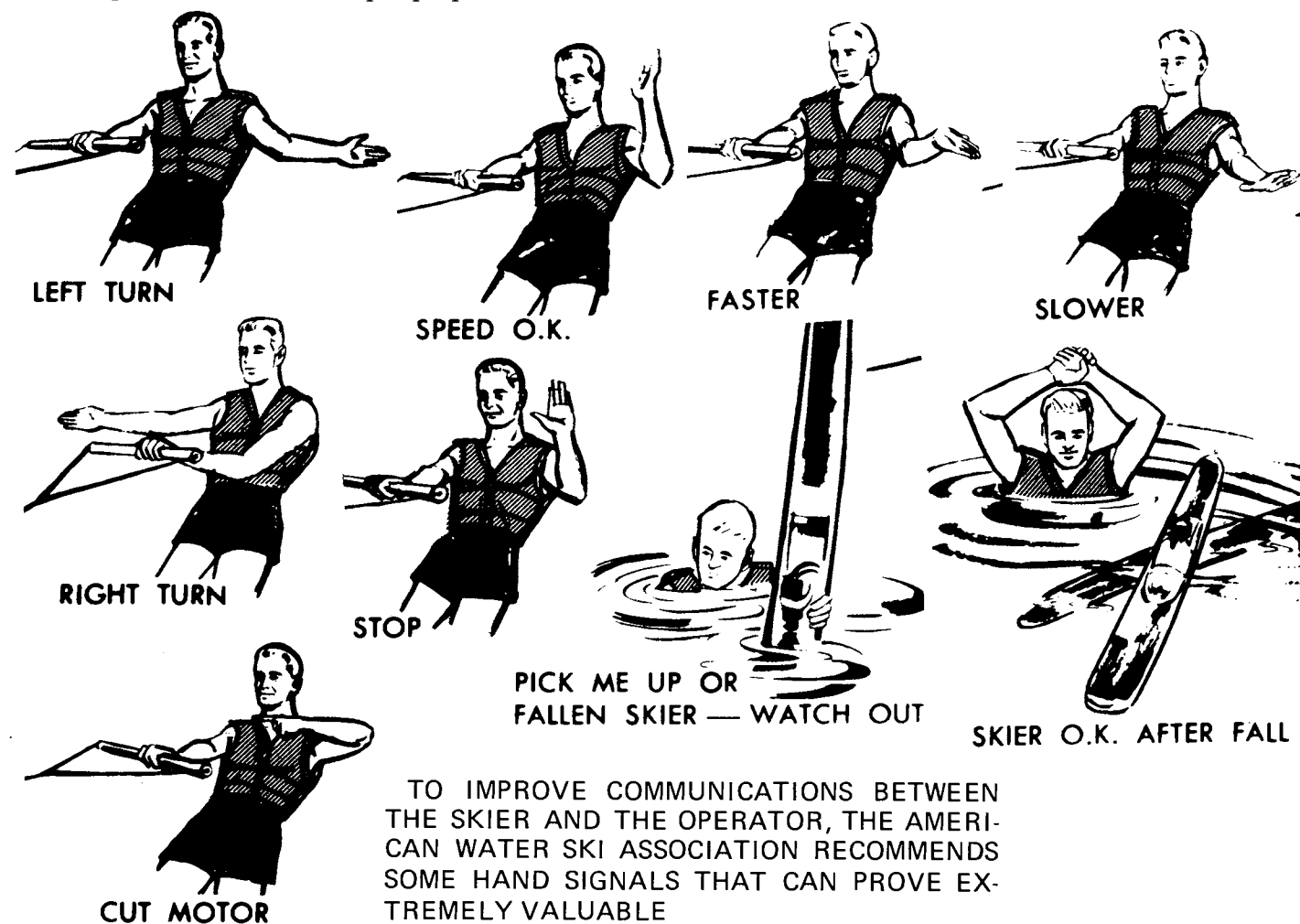
One of this nation's most popular boating activities, skiing can be fun, but the safety of the participants must be kept in mind. "IT'S IMPOSSIBLE FOR A MOTORBOAT OPERATOR TO NAVIGATE PROPERLY WHILE ALSO WATCHING THE SKIER," said Rear Admiral Joseph J. McClelland, Chief of the Coast Guard's Office of Boating Safety.

"Of the skiing accidents reported in 1968," the Admiral stated, "144 vessels were involved because their operators failed to keep a proper lookout. For

this reason, TWO PERSONS SHOULD BE IN THE BOAT WHEN PULLING A SKIER—ONE TO OPERATE THE VESSEL AND ONE TO WATCH THE SKIER."

To help boatmen prevent accidents while towing water skiers, the Coast Guard has compiled a list of safety tips:

1. CHECK YOUR STATE'S REQUIREMENTS.
2. DON'T TOW A SKIER IN HEAVILY TRAVELED OR RESTRICTED WATERS, SUCH AS SWIMMING AREAS, NARROW WINDING CHANNELS, OR AROUND DOCKING AREAS. Many states restrict use of these areas, or provide special water ski areas.
3. MAKE SURE THE SKIER IS WEARING A COAST GUARD APPROVED LIFESAVING DEVICE.
4. STOP YOUR BOAT BEFORE TAKING A SKIER ON BOARD. Be careful not to swamp when he comes aboard. In small craft, TAKING A PERSON ABOARD FROM THE STERN IS NORMALLY THE SAFEST PRACTICE.
5. INSTALL A WIDE ANGLE, REAR-VIEW MIRROR ON YOUR BOAT.

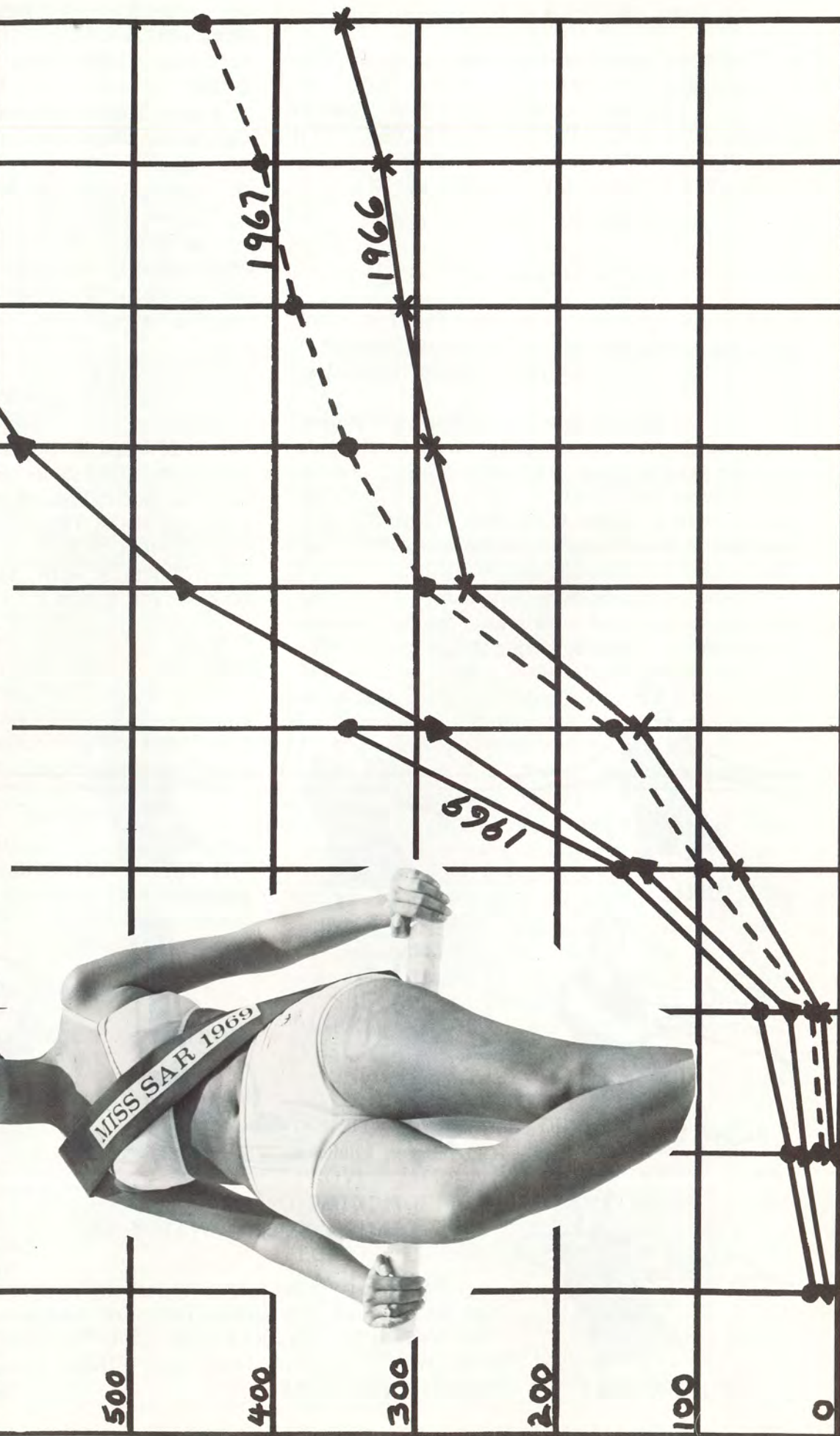
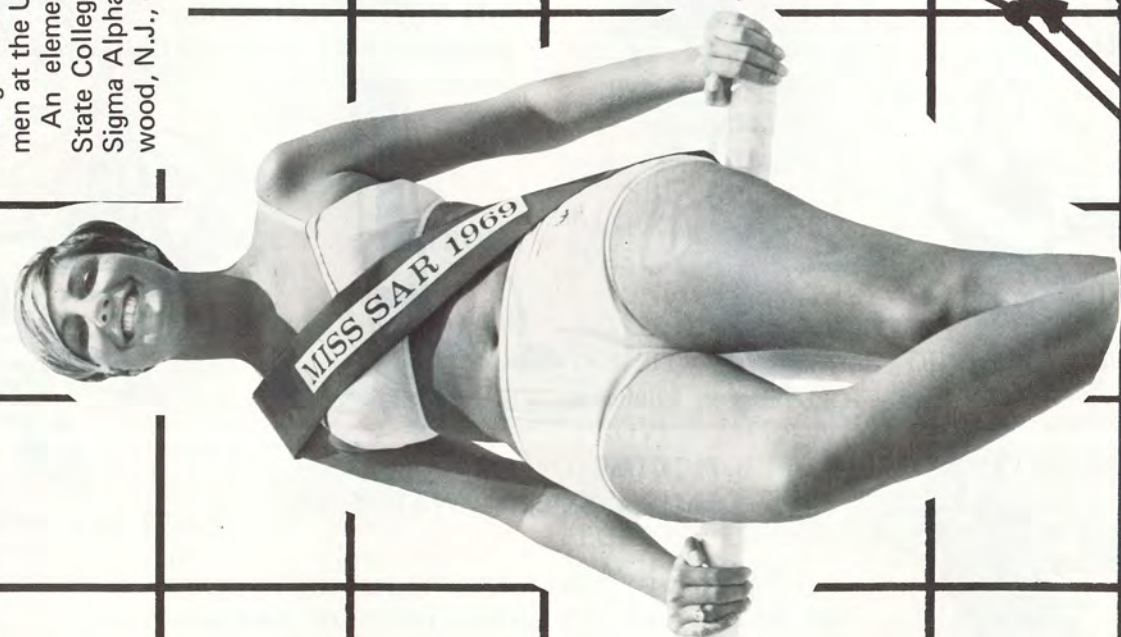


TO IMPROVE COMMUNICATIONS BETWEEN THE SKIER AND THE OPERATOR, THE AMERICAN WATER SKI ASSOCIATION RECOMMENDS SOME HAND SIGNALS THAT CAN PROVE EXTREMELY VALUABLE

FEB. MAR. APRIL MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.

MISS SEARCH AND RESCUE—1969. Mary Ann Homa, 19, daughter of Mr. and Mrs. Joseph Homa, 30 Valley Road, Wyomissing (Reading) Pa., pauses for a moment against the rail of a 44-foot patrol craft after being named Miss Search and Rescue—1969 by crewmen at the U.S. Coast Guard Station here.

An elementary education major at West Chester State College, Chester, Pa., she is a member of Alpha Sigma Alpha national sorority and is working in Wildwood, N.J., during the summer season.



## \*AUXILIARY NEWS FROM OUR DIVISION'S

### DIVISION I

Since this Staff Officer did not quite make the deadline for the last issue of Topside, there are two quarters upon which to report. This rag is a great one (copped a national award last year) and we all want it to come in first next year.

Division I was especially proud this year to again be the host Division and a part of the working group that made the North East Rendezvous of the 3rd (SA) such a big success. Everyone enjoyed taking this responsibility to contribute to the fun and enjoyment of all our guests especially National Commodore Stone, who so graciously consented to join our wonderful group of fine officers present this year. Each flotilla took their share of the load and carried it through all the way. A fine job well done, gang.

Back in the Winter, Division I activity began with the Philadelphia Boat Show at which Division I offered an ongoing PE Class. There were 1,998 attending the sessions and 126 hardy souls pursued until they received their certificates.

On to the Winter Conference—a large bus load carried the greatest number from any one Division. We thoroughly enjoyed the bus trip again this year. The local interest was heightened by the several District Awards copped by our gang. Charles Meeker, Flotilla #18, won for the best Assist of the year. His flotilla co-member Lee Millett won an award for the best training Aid, which subsequently went on to receive National second place.

Flotilla #15 had the largest percentage of CME's per member in both District and Division plus having the highest number of assists in the Division.

Flotilla #18 won Division honors for flotilla points. The Division also honored two flotillas with high individual CME's: Flotilla #17 with 112 and Flotilla #15 with 111.

Throughout the Winter and Spring the PE and BQ courses were really going great. The Division-level Communications Course had most complete the course and take the test. The CME and Instructor courses were frantically being given so the people would be qualified in time to be of service. SAR demonstrations, summer rendezvous on the flotilla level and flotilla cruises were held by all the groups when the weather permitted. Two candidates were sent to the Academy from our AIM program and in both cases, the trip seemed to be very fruitful.

Below is a photo taken at the Flotilla #14's Change-of-Watch in which FC Art Schmidt and FVC Ed Carpenter have just taken the oath of office, administered by DCP I Ned Fox, and have raised their respective pennants.

This has really been a grind reporting this time for two articles so we'll save the rest of the news until next time.

sig/Nancy V. Hopkins  
SO-Division I-PUBS



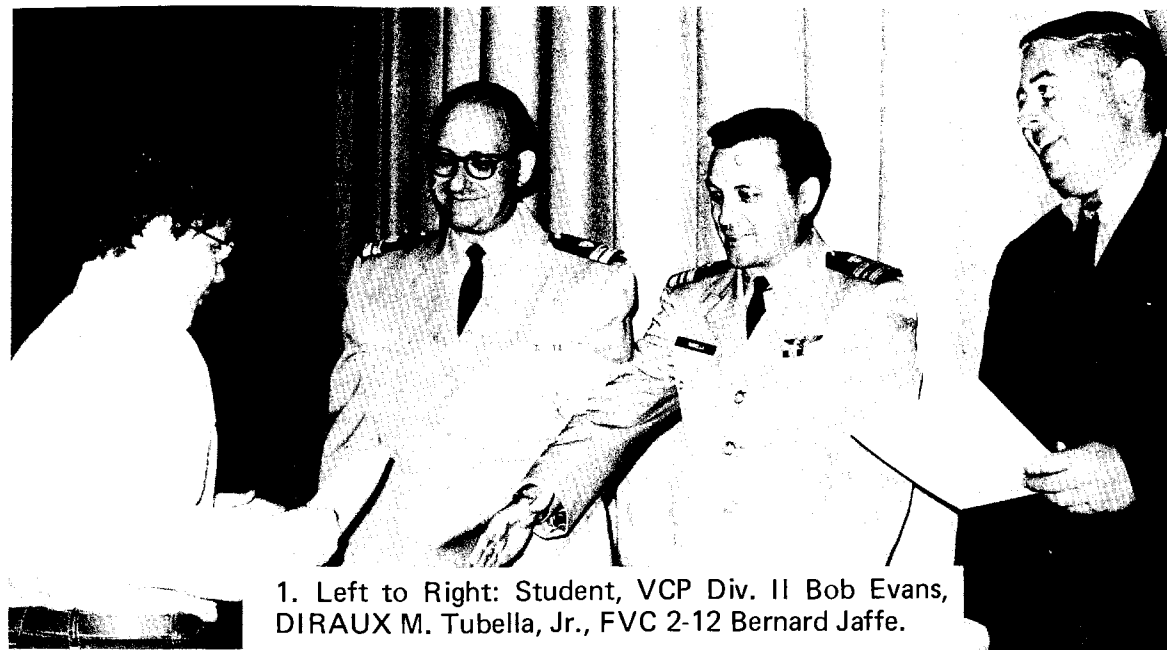
### DIVISION II

#### FLOTILLA 2-12 PEC GRADUATION ATTENDED BY DIRAUX (3SA)

PHILA.—On 27 May, 69, Flotilla 2-12 (3SA) conducted graduation ceremonies of an expanded eight lesson PEC. One of the guests present was LCDR M. Tubella, Jr., DIRAUX (3SA).

This class had an original enrollment of 106 people. Because of the unexpected size of the enrollment, last minute arrangements had to be made after the first lesson, to obtain larger quarters. Due to prior commitments, however, the new quarters were unavailable every week, and at times, as much as two and three weeks elapsed between some classes. This naturally caused a greater percentage of drop-outs than is usually normal for PEC's conducted by Flotilla 2-12.

Of the 106 people enrolled, 60 took the final examination, and of these 60, 59 passed to qualify for their certificates. FC Abe Levov credited FTO Art



1. Left to Right: Student, VCP Div. II Bob Evans, DIRAUX M. Tubella, Jr., FVC 2-12 Bernard Jaffe.

Stein, CME OFFICER Orange Allen, and AIM Chairman Dr. Marvin Aronson for the superior quality of their instruction which brought these results.

FC Levov introduced Mr. Tubella, who spoke briefly of the Auxiliary and its functions in relation to the Coast Guard.

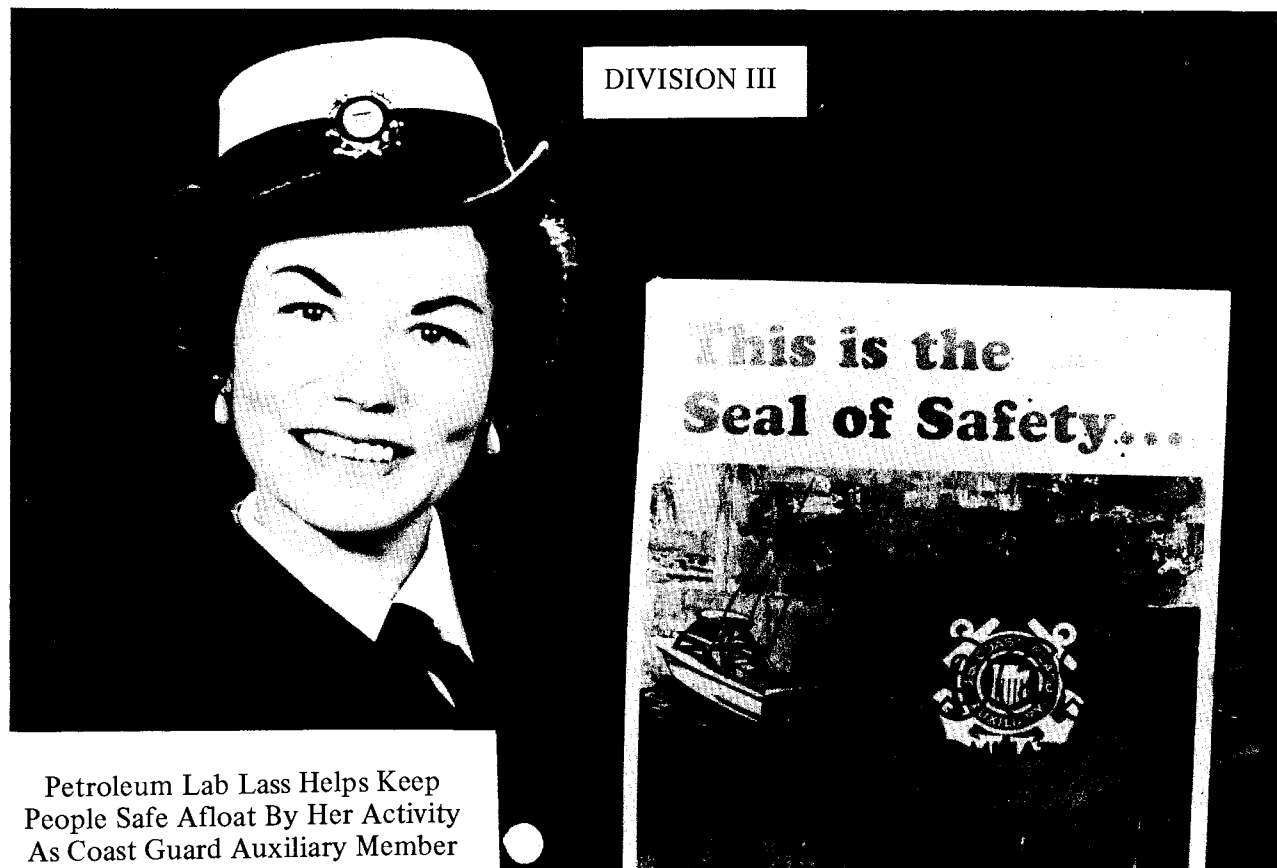
Guest speaker for the evening was VCP Div. II Robert Evans. Mr. Evans spoke in depth of the Auxiliary and its origins, its functions, its activities, and its benefits to those who are members. He also

acclaimed the activeness of Flotilla 2-12.

Thanks to the enthusiastic "Salesmanship" of Mr. Tubella and Mr. Evans, several people applied for membership in Flotilla 2-12. There were in addition to 10 people from the class who had applied for membership earlier.

After the ceremonies, refreshments were served.

Sig/Abe Levov  
Flotilla Commander  
Flotilla 2-12 (3SA)



### DIVISION III

Petroleum Lab Lass Helps Keep People Safe Afloat By Her Activity As Coast Guard Auxiliary Member

### DIVISION IV

Individual awards were presented to members of Flotilla 46 for 1968 performance.

Division Captain, Jane Haske, issued a Commendation to Commander Jane Jednacz, for the Flotilla 46 participation in the public instruction programs.

Individuals were also commended for their hours spent in Auxiliary programs. The Individual Member Activity Award, is based on points earned.

Secretary Alice Drew, and Publicity Officer Janet Milano, received Silver Certificate Awards for Operations. Award for assisting boatmen in need and patrols on the waterway.

Treasurer Rosa Neff, Ellen Dietrich, and Secretary Alice Drew were issued The Gold Certificate Award, indicating they have examined more than 50 boats for the Coast Guard Auxiliary Motorboat Courtesy Examination.

Receiving the "A" AWARD—membership activities award with more than 100 earned points were issued to: Training Officer Salley Knight, Treasurer Rosa Neff, Secretary Alice Drew, Division Captain Jane Haske, and Publicity Officer Janet Milano.

"B" AWARD—Membership activities award for more than 50 points earned were issued to: Vice Commander Winnie Frank, Commander Jane Jednacz, and Catherine Silvey.

Members of Flotilla 46 has achieved the most active Flotilla in the Division. They have dedicated many hours of service in promoting safety in boating.

Congratulations to all!

Sig/Janet Milano  
Publicity Officer  
Flotilla 46

Division IV meeting at Edgewood Memorial Park, Glen Mills, Pa. selected James Moon, son of Mr. and Mrs. Walter Moon, of Coatesville, Pa. to represent the Division in the Auxiliary's AIM Program, leaving July 19 from Philadelphia by bus for New London, Connecticut. James attends Coatesville Senior High School and is active in its electronics program. James was a representative of Flotilla #41, of Thorndale, Pa.

As an alternate, Walter Rohr, son of Mr. and Mrs. Morton Rohr, of Folsom, Pa. was selected. Walter attends Ridley Senior High School and was a representative of Flotilla #48, of Ridley Park, Pa.

Bonnie Bickel, S.O.



From left to right: Edward Burns, F.C. #48, Walter Rohr, Alternate, James Moon, AIM's Candidate, and Horace Gill, representing Flotilla #41.

### DIVISION VI

The starting gun was fired by VC Buck Crawford F-65, Chairman National Safe Boating Week, and his committee, in the form of a marine parade on June 29. Besides the Division's Flotillas, there was participation by Bordentown and Bristol Yacht Clubs and Yapewi Aquatic Club who lent us their dockage.

Our parade started at Bordentown and proceeded down the Delaware River to Burlington. Most of the skippers had dressed ship and the flags and bunting added to the gaiety of the affair. The states of New Jersey and Pennsylvania provided escort craft of Marine Police who very efficiently cleared the way for us. Just north of the Burlington Bristol Bridge the lead vessels assumed station while the rest of the parade passed in review.

Among the guests present on the lead vessels were Mayor Herman Costello of Burlington with several of his councilmen, the Assistant Director of Auxiliary 3rd (SA) LTJG Allen McCoy and his fair companion were also honored guests aboard Ronnie Wallace's facility "Playgirl" F-65. Your Captain and VC Art Scully with their wives were guests aboard Walt Chew's "Arlene" F-63.

The terminal point of the parade was the municipal ramp adjoining the Curtin Hope Marina. In a brief ceremony ashore, Mayor Costello delivered a proclamation establishing National Safe Boating Week locally. Also at this time under the able direction of FC Robert Noel F-62, the members of Flotilla 62 staged a S and R demonstration, being assisted by two scuba divers. Mouth-to-Mouth resuscitation and heart massage was performed by Dr. Fredricks enroute to shore, where the Endeavor Rescue Squad of Burling-

ton transferred victims to the hospital. Thus showing, aid must continue and be readily available when assisting facility reaches the dock.

The afternoon terminated in a social picnic for all concerned. The Officers of Division VI extends their

thanks to all Auxies and friends who helped make this event a success.

William L. Grierson  
DGP VI

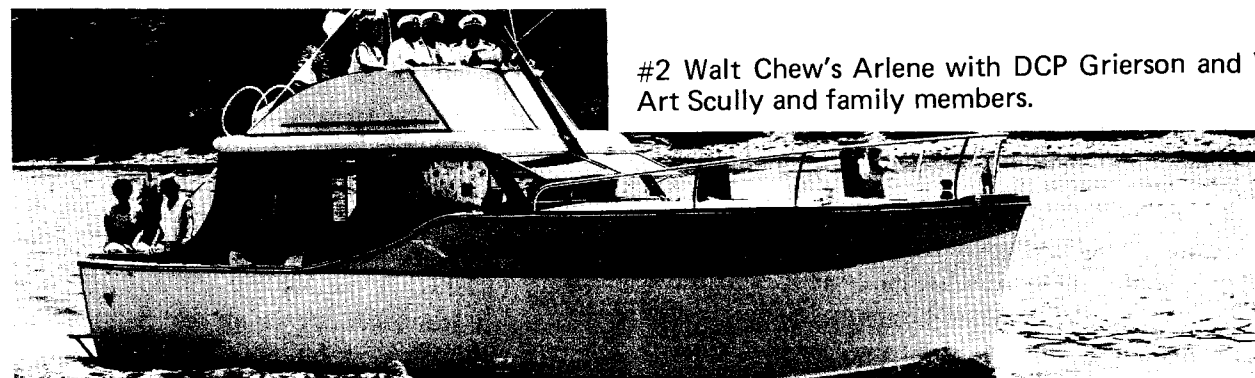
#4 Parade enroute down river Bordentown to Burlington.



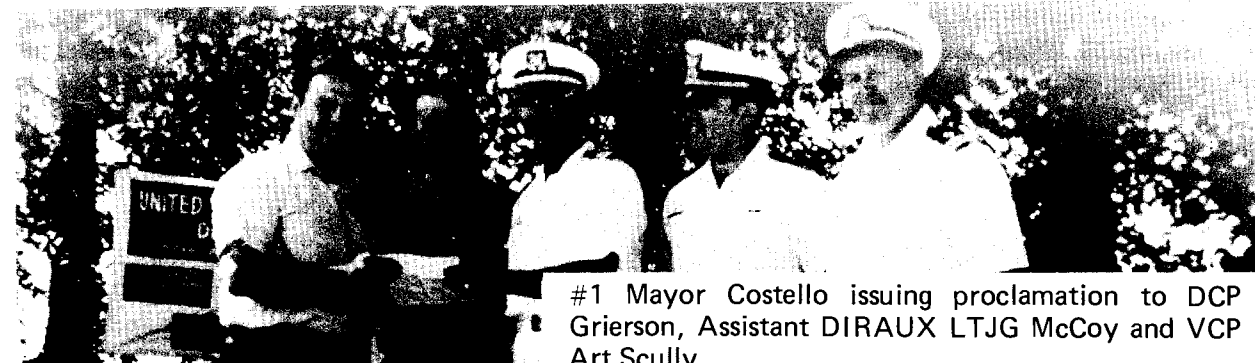
#3 FC Noel's "Dreamer", Hark's "Helene B", FC Wynia's "Slo Fiz" discuss "S and R" demonstration.



#2 Walt Chew's Arlene with DCP Grierson and VCP Art Scully and family members.



#1 Mayor Costello issuing proclamation to DCP Grierson, Assistant DIRAUX LTJG McCoy and VCP Art Scully.



## DIVISION VIII



Boatman's Banquet held at the Ocean City Yacht Club, June 21, 1969. Chairlady of the annual this year was Mrs. Kathleen Elizabeth Carlin, Public Relations Officer. Dignitaries and guests (in the photo) at the Flotilla #81 Coast Guard Auxiliary "Boatman's Banquet," were: Lt. Comdr. T. N. Tubella, Jr., USCG

Director of the Auxiliary (SA), William Mullen, Comdr. of Flotilla 81, Lt. Stowe, USCG of the Atlantic City Group, William Dischert, Division Captain of Wildwood, N.J., Ted Siedel, Vice Flotilla Comdr. of Flotilla 81, Adolph Stolzer, Vice Division Captain. A good time had by all!

Ocean City, New Jersey . . . Flotilla #81, Third Coast Guard District (SA), used the Annual "Night in Venice," festival to sport their "Seal of Safety Make it part of Your boat." The auxiliary facility "Bonnie Lee, III" was decorated as shown in the photo. The seal was made by Ralph Russell, Past Flotilla Commander. The "Bonnie Lee, III" was captained by Operational Officer Harry Cummings. Going as crew were: Flotilla member, Mrs. Betty Cummings; Past Flotilla Commander, Ralph Russell; Flotilla Commander William Mullen; Division Vice Captain, Adolph Stolzer; and Staff Officer, Adella Stolzer.



Frank Carlin, Division Staff Officer, and Kathy Carlin, Public Relations Officer, inspecting William Crochiere vessel. His vessel failed because his numbers were too close together.



## DIVISION XIII

On the evening of 11 July 1969 a dinner was held at Comptons Log Cabin, Westmont, N.J. for the purpose of welcoming aboard the members of the new Flotilla 13-6 of Moorestown, N.J.

Guests present at the dinner were: Director 3rd CG Dist. (SA) LCDR M. Tubella, Jr. and Mrs. Tubella, Assistant Director LTJG A. H. McCoy and DCO Johansen who presented the charter to FC Leonard T. Ebert 13-6.

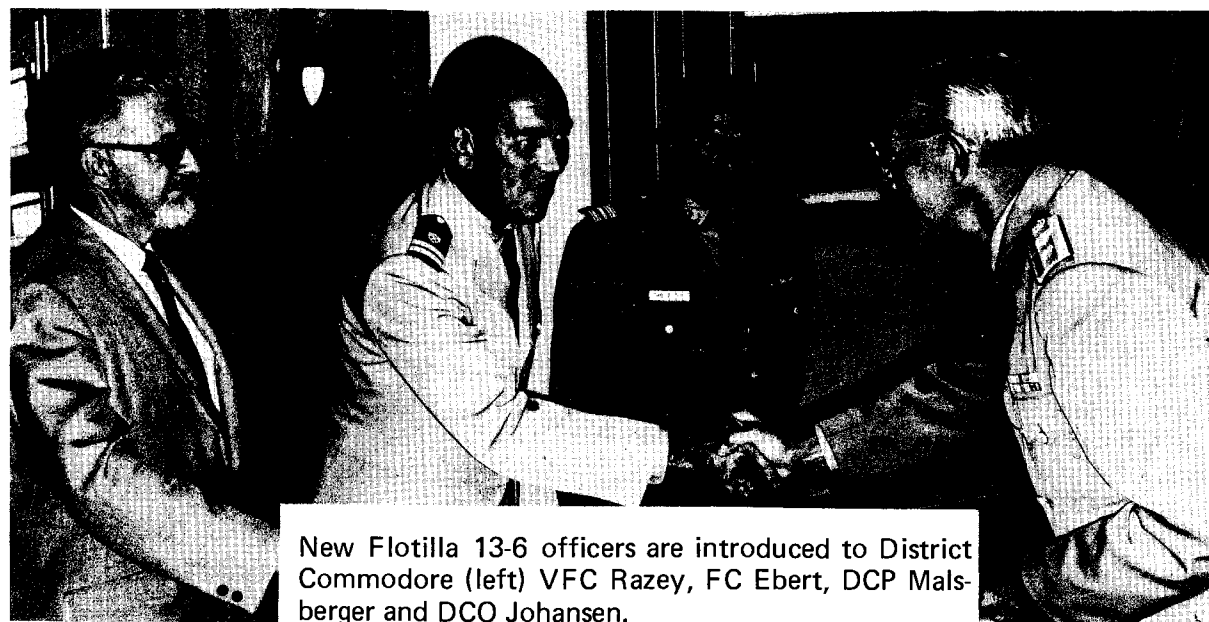
All members of Flotilla 13-6 were present with guests and friends. Also all Flotillas of Division XIII

were represented by officers or men.

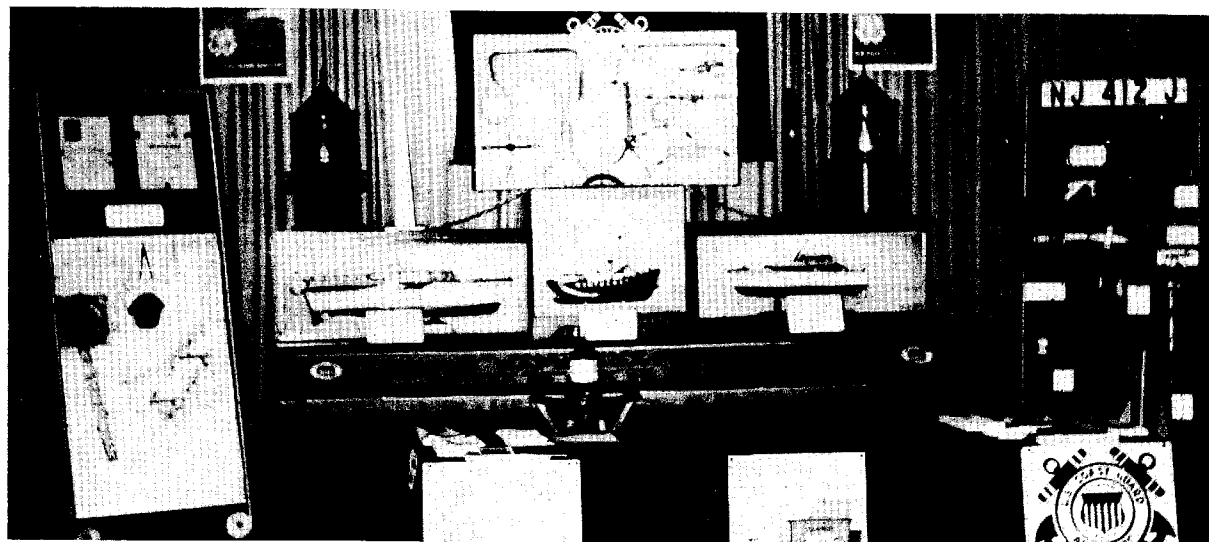
For the many months in time and effort spent in organizing this flotilla, the following men were presented with gifts by FC Ebert: DCP Malsberger, TO J. Powell, SO-PE W. J. Curriden and SO-CME L. Cavileer.

I am sure everyone enjoyed the ceremonies, the dinner and the dancing.

DCP Thomas E. Malsberger  
Division XIII



New Flotilla 13-6 officers are introduced to District Commodore (left) VFC Razey, FC Ebert, DCP Malsberger and DCO Johansen.



Division XIII safe boating display—Garden State Race Track—Cherry Hill, New Jersey—June 1969.

This exhibit was manned by DCP Malsberger, SO Curriden and SO Cavileer, for 12 days and 12 nights for a total of 120 man hours. Credit is also given to

several members of Division XIII Flotillas who assisted the above Officers.

Several hundred CG & CG Auxiliary pamphlets were distributed, many requests for CME's and dates for PE courses were received by the men in attendance.

## THE NORTH EAST RENDEZVOUS

When our Flotilla #14 cruise, 12 boats in all, started up the North East River to culminate a wonderful seven days down the Chesapeake Bay, we realized that the weeklong boating weather was over. The N.E. River greeted us with unbelievable chop and stiff breeze after spending the week on table-top smooth waters on the Bay. Of course, this river seems to be notorious for this sort of condition.

We were directed to our slips and warmly greeted (always with a warm beer in his hand) by Jack Morgan VFC 18. He made us feel at home with his sea tales and his own adventures down the Bay. It was only 102° F. in the shade and after seven days of sun, the commodity most desired was a bit of air-conditioning. By AM radio, we discovered that the whole north east coast was being warned to conserve electricity, especially air-conditioning.

Our ice was low and our food deteriorating, so we hopped into North East, Md. for provisions (ah, cool!) and stocked up the pantry for flotilla members as guests driving down from Del. Got ice at McDaniel's and back to load the now hot-as-fire vessel. George Lee finally opened the club at 1530 hrs. for us to get COOL and have a sandwich and drink. We watched Jack Morgan, another hot beer in hand, helping other boats into slips and making fast the lines. He surely got around those docks in a hurry, as the Auxiliary was coming to dock in volleys by now. Rod Speelman OPS 18, finally relieved Jack for the early evening mariners.

The breeze is still hot and a shower up in the club's lovely shower rooms did not help. The sweat is dripping down onto clean decks. There is no air moving by now so we just sit and sweat it out. The Auxiliarists supply Yogi with beer and salt pills just to keep the camera finger clicking. DCO Johansen states, "It's better to take a shower aboard the boat." He was referring to the vessel upon which he was staying, "The Maid of Kent." The Commodore had been flitting about, checking up on how everything was proceeding. He made a fly-trip up to Philadelphia International Airport in order to greet NACO Stone in from California. The NACO was, by then, met with a great fireworks display, as a terrific thunderstorm hit, extending from Md. up thru N.J. You know that the North East Rendezvous is not really begun until the showers do. It's an annual thing.

It was great fun trying to find the shrimp cocktail at dinner when the lights went out. Candles were produced finally after the third period of darkness! Once more the only light was the flame in the center of all the occupied tables—enough to see across the room. This time we really got used to eating by candlelight.

As we all know, duties get passed down the line until they fall upon very able shoulders. DCP I Ned Fox by then was checking up on details. As Flotilla #11 was in charge of registration, motel and slip reservations, their crew began on the patio but later moved inside where it was cool and dry. FC Arnold Bryson, FVC Bob Hunter, TO Ernie Rose, Dick Willis and Bill Keenan were all checking everyone in, finding held tickets, and frantically trying to get the cash straight—something about \$20.00. Doc Rose was haranguing at great lengths to DIRAUX Tubella about an assist in which it supposedly took him 1 3/4 hours to give medical aid to a hapless gal who had cut her inner thigh on a bow cleat. The knowing DIRAUX just shook his head, winked at us and said, "Ernie, you're already on my black list!"

A group of us made it down to the bar shortly thereafter to begin what is known as the "Captain's Welcome Aboard" but where is the Captain? All the BRASS are out on a long cruise after the storm on VCOM Harold Haney's vessel "Lou Ann II". Sneaky pete "Yogi Bare" is taking snaps of DCP Tom Malsberger and his lovely wife Clara holding court and having a ball with their gang at the next table. The "Lady Clara", a wonderful ship, always makes the N.E. Rendezvous. Clara was explaining compass courses and how she is THE navigator during the boating season. She should give me lessons in deviation and set and drift.

WE are all trying to liven up the group but it isn't until Harold brings in his crew, a perfect landing with his bow headlights, that the party really rolls about 2330 hrs. The District officers, the DIRAUX, 3rd (SA) the NACO and their lovely ladies add to the fun and song into the wee hours of the morning.

The NACO and his spouse slept aboard DVCP I Bill Page's boat "EGAP" until the earlybird, Ernie Rose, jumps aboard to roust out the troops. We were awakened to the sybilant voice of the NACO expounding on National Auxiliary procedures in Search and Rescue which lasted for at least a half hour. Breakfast at the club tastes extra delicious since I didn't have to cook. Harold Haney is having a second cup of coffee with guests aboard and is rudely interrupted. It seems that his presence is required at a top-level meeting and is already late! Thelma Haney came up and joined us gals at the table during this conflag, and we enjoyed more domestic subjects such as the fact that, with extra guests aboard, the "Lou Ann II" is low on TP readily remedied by one of our gang who came to the rescue with extra.

Flotilla #15 commences to decorate two of their facilities with an abundance of Irish pennants; most were probably stolen from some newly-opened gas station. More Irish pennants go up on four boats from N.J. Yogi was looking for the state police to arrive

any minute with the irate gas station owner.

By now the club and grounds are buzzing with new arrivals and the gangs from Flotillas #14 and #17 are busy setting up the tent, tables, grills and soft drink tubs. The gals help with setting out the condiments and arranging the line to follow thru the buffet, serve-yourself lunch. I helped salt the hamburgers and hot dogs with tears and perspiration (not really!) from the smoke and heat. Thank goodness it's a bit cooler today—only 99° F. in the shade of the trees.

The gang came at us in full force, right on time, for the luncheon cooked by the Division I's finest? We finished about 15 minutes early this year, which gave us time to clean up the tent, charcoal fires etc. and still have time for a dip in the pool. RCO (E) Vic Baumeister had cornered me in the midst of performing the culinary arts over the grills and asked if I would write a one person's viewpoint of the rendezvous—so here it is, worse than Yogi in literary

In most years the pool was cool and refreshing. From the constant heat all week and the myriad of bodies in the pool trying to get cooled off, the water was as warm as you-know-what. There is hardly enough space to swim or sit along the edge. I was glad to see so many take advantage of the pool privilege this year. Also, many began the cocktail hour long before 1800 hrs.

Our guests arrived late in the afternoon, one on crutches as she had cut her heel badly, and so we carried our party of hor d'hoerves up to the patio. It is still so hot that we decide the best place to party is in the bar. Nobody seems to mind our food there, as many shared what crumbs were left. We devoured most of it quickly as we had hardly gotten a bite ourselves at lunch, since we were cooking so hard.

We were almost first in line thru the doors when the chow time finally arrived. George Lee did his very best to feed our troops in the usual fine fashion. The roast beef, shrimp creole and chicken with all the trimmings were excellent.

Commodore Johansen began the short speeches with some reminiscing followed by the announcement that TOPSIDE received second place in the National publications awards. We all gave the Bare a big round of applause. We received thanks from Captain Levine, USCGR CDR Group Baltimore, for the fine patrol work done to date. NACO John Stone gave a fine resume of the Auxiliary's growth and the programs to be implemented further this year.

We all appreciated the first visit of our new handsome NACO from the west coast. Our own DIRAUX, also very good-looking, had a few kind words for our efforts. The Bare says: "To hell with the DIRAUX—BUT, baby, Love a duck—what an eye-knocker he's got for a wife. Wow!"

With dinner and speeches out of the way, we make the rounds with the BRASS. Vic Baumeister tells Yogi the set-up for reporting this rendezvous and all the Bare can do is shake his head. Sorry about that, chum. It wasn't my idea. I'm just one of those yes-men (women).

The upper room is starting to fill as music from the Mel-Tones fills the air (as well as smoke) so we retire to the upstairs to grab a seat. Too bad Yogi didn't catch a few of the gyrations during the fast numbers. We requested "Alley Cat" twice besides a few twists, rhumbas and polkas. Louie must have brought some fast music this year but it's the same old voice crooning the ballads. The music stops with the Last Call for Alcohol and the gang slowly dwindles down. To bed for some, for others just getting warmed up.

Church call in the morning??? Most of us needed toothpicks to keep our eyes open long enough to find the club for breakfast. Thelma Haney is again left without a husband as it is again TIME FOR A MEETING—this time District Board. It's only her second breakfast (Just melon) while Pat, Yogi, John and I have breakfast. The Bare still can't decide whether he likes this or not (this blurb).

After breakfast we inspect Yogi's radio facility in a camper—it's a real sweet buggy great for landlubbers. DCP Fox hops aboard our facility the "Honey & Me" to inspect our motorbike transportation, since Peg wants one. Incidentally, that bike saved us several times on the cruise.

Mr. John Hopkins must now take a cool dip to retrieve my lighter he knocked overboard before the dinner last evening. He comes to the surface with it clutched in his hand—he surely was lucky as this was the second one he lost for me with the Auxiliary emblem and my signature on it. Last evening I just gave him the dirty looks—saved the words for the moment he came up without it.

We went aboard the "Sea Mist III" to see DCP IV Ken Sowden and his wife FVC 45 Ellie's tiny chihuahua "Chocolate Bon Bon", nine years old and as small as a mouse but very lovable.

The gang is starting to leave mainly by boat and some by car. It was a ball this year and we felt a bit sad as another North East Rendezvous came to a close. We chugged on home with fond memories of the fellowship had by all at one of the greatest Summer Rendezvous we have attended in four years.

Sig/Nancy V. Hopkins  
DSO I-PUBS



1-6 Operations Officer, Andrew Assimos, poses in his official SAR gear.



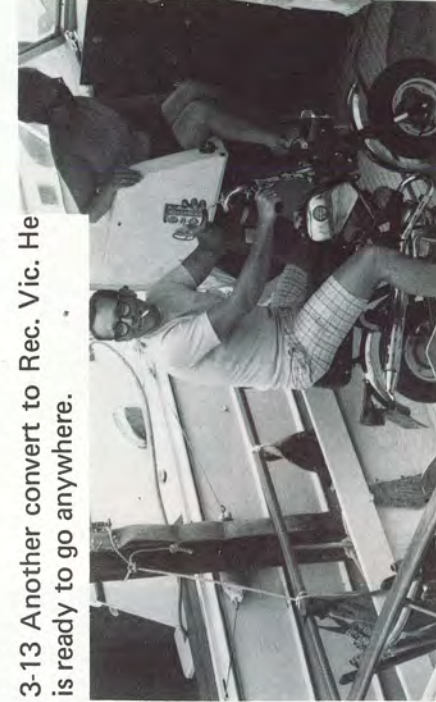
1-7 DCP VIII, W. H. Dischert, DCP XIII T. Malsberger, and VCO Harold Haney prepare to greet auxiliaries, Friday.



1-5 Channel #15 prepares for Irish Pennant Day.



3-15 A moment of relaxation aboard the "Maid-O-Kent", official district commodore's facility, is shared by NCO Stone, J. E. Johansen, Mrs. Tubella and their hosts, Bob and Ruth Sigmund.



3-13 Another convert to Rec. Vic. He is ready to go anywhere.



1-11 Chief cook prepares the delicious raw hamburgers cooked to perfection.



3-10 Kindly note that this function was attended by "little people"—in this case owned and operated by the Sowden's. This little people goes by "Chocolate Bon Bon", nine years old, and is a tiny chihuahua. Note the hand-size comparison.



1-18 "Now you have really done it." Capt. Hopkins has just dropped chief navigator's, Nancy, lighter over the side.



1-17 Duty done, wash secured, wife in hand, and a cigar to boot, Capt. Moose Gilbert prepares for chow.



1-21 Our host, Mr. George Lee, as he prepares to serve up his delicious roast beef.



2-2 Ast. Diraux, Al McCoy and his lovely evening chaperone, Miss Marcia Baumeister. Her man, this kid is a real eye knocker.



2-12 Bonie Bickle and date!



Lt. CMDR. Manuel Tubella, Jr. USCG, Director of Auxiliary, Third Southern, and his beautiful wife, Agnes, shown above as they relax after dinner Saturday evening at the summer rendezvous.

Here you see your new director, relaxed and natural, as you will see him as he makes his rounds to districts and official functions. Nice guy, terrific wife, get to know them.



2-7 VCO Harold B. Haney with boss.



2-8 Hamilton Handling, the Bare's boss, with his boss, Camille.



2-3 Capt. Levine U.S.C.G. 5th Coast Guard District and wife.



2-11 Division Capt. Dischert and wife.



3-3 Braced by two mic's (that doesn't work) our director extends greetings to all.



1-14 The special district board meeting.

## \*GALLEY GOSSIP!!

by... Marie Semet

### GALLEY GOSSIP

As the end of the season grows near we reluctantly accept the fact that our favorite yacht will soon be tucked away for a long winter's rest.

To me, the summer season is the greatest of all—and for some strange reason it's the shortest. I suppose it's like everything else—anything we enjoy is over much too soon.

I hope you made use of some of the time-savers and some of the make-it-easy-for-Mom cooking hints and recipes I passed on. During the long months ahead you can make plans for next year. Make those curtains for your favorite yacht but make sure you take all the necessary measurements before the boat is put in dry dock for the winter. Have the skipper take the necessary measurements for some new indoor-outdoor carpeting so when the stores have a big sale this winter you'll be prepared to take advantage of the bargains. Before you cover your favorite yacht, take a stroll through it with a pencil and pad in hand and write down the additions or extras that would make things easier for everyone next year. This way you'll have months to plan these changes or additions and you won't have to do last minute shopping and buy something that isn't exactly what you wanted. That check list we talked about awhile ago can come in real handy.

Like most women, I find the only way to keep abreast of what actually is new and news in the food field is to work at it. Take a second look at the food pages in your favorite womens magazine and ads and articles in the newspapers. Every once in awhile it's a good idea to allow some extra time in the super markets to poke along the aisles looking for new ideas and new foods. These ideas may not apply now, but they are for making life easier next summer. Take a close look at the new prepared foods—give some of them a try—and make a note of the family's favorites for the boating season. There are so many things we can do during the long winter months that will save us a lot of time when busy spring arrives. Plan to do a little at a time—you'll be glad you did.

I sincerely believe women should make use of every development in modern food preparation when it comes to homemaking, boating and such. A boating trip is an outing for fun and it is not necessary that it include fancy feasting. Feasting, maybe, but not fancy. It's a good idea to review any feeding problems we encountered this year and see if any avoidable

mistakes in planning or cooking are easily apparent. By "mistakes" I mean fare that took too much time in preparation and was too difficult to manage as well as not worth the effort when it came to taste. Jot down the foods and meals that were thoroughly enjoyed by all and were prepared with a minimum of effort and time. Don't repeat this year's boo-boos.

I've had an inquiry about the use of pressure cookers on board a small boat—I can't speak for myself but I checked around and found that they are great for cooking in a hurry as they reduce the cooking time by two-thirds or more. Sometimes this is important, sometimes it's not, especially if you're looking forward to a long beautiful cruising day and have plenty of time to spare. At any rate, you can use a pressure cooker as long as there's a steady source of heat and cold water. Some recipes for quick cooking require the water for reducing pressure immediately after the recommended cooking time to prevent over cooking. Otherwise you let the pressure drop of its own accord. It doesn't take much cold water though. Running the cooker under the water faucet or pouring cold water over it is enough, or you can place the pot in a pan of cold water. Just in case you have one or plan on using one I have a recipe for SEAFARER'S STEW that is prepared with a pressure cooker.

Seafarer's Stew can be cooked over any heat source that would keep pressure steady in the cooker.

2 pounds beef stew meat, cut in 2 inch cubes  
3 tablespoons of salad oil  
1 medium onion, sliced  
1 tablespoon salt  
¼ teaspoon pepper  
6 large carrots, cut into chunks  
6 stalks celery, cut into chunks  
1 bay leaf  
1 teaspoon dill weed

About 30 minutes before serving: In 4 quart pressure cooker, in hot oil, brown meat and onion. Add remaining ingredients and 3/4 cup water. (Use one cup if recommended in pressure cooker manual) Bring to 15 pounds pressure as manufacturer directs; cook 15 minutes. Remove from heat and reduce pressure quickly as manufacturer directs before uncovering. Serve with french bread, if you like. Makes six servings.

Most of us use paper plates—they are a great work saver but many of us object to the lack of body they have when filled with goodies. Have you tried the woven rattan serving plates? They are great—just slip your paper plate onto the rattan base and you have a sturdy paper plate. Any 9 inch paper plate tucks

nicely into each basket. They come in all colors and make an inexpensive and attractive addition to the galley and home. A great gift idea to keep in mind for your boating friends—would make a nice "stocking-stuffer" for Christmas.

Now that I've mentioned that season "Christmas"—I hope you saved those recipes that were in the "Spring" issue. You can say they arrived early instead of late. All of the recipes were old family favorites and well worth the time and effort. This is the one time of the year when we devote more time than usual to the preparation of goodies.

This idea was passed on to me by a neighbor who has the most beautiful house plants you have ever seen. House plants will thrive while you cruise or vacation if you follow her advice. Before you go off on an extended cruise or vacation soak the plants thoroughly, but don't drown it—any boatwife knows the difference. Plant three or four gardensticks taller than the plant around the edges of the pot. Place plant in clear plastic bag. Secure the top of the bag, above the garden sticks, with wire tape which frequently is supplied with the household plastic bags or may be purchased at a florist. Remove the plant or plants from the direct sun, but to a place where it will get daylight. When you return and remove the plastic wrap, your plant will be thriving and green, not dry and droopy.

Here are some "Back-To-School Rules for Moms" that I would like to pass on.

#### 1—Wardrobe Wisdom

Make a list of your child's clothing needs well in advance of his school's opening day. Shop in easy stages to avoid fatigue. Don't over buy as Junior or Jane may well outgrow present sizes by winter. And be sure to allot enough time for careful fitting of those all-important new shoes.

#### 2—Medical Musts

Even though your youngster receives a routine examination at school, in the weeks preceding his return, check any special physical problem with his doctor. And try to schedule his semi-annual visit to the dentist now to avoid cutting into school or play time later.

I found this item which I thought was very interesting and I want to pass it on to you. "How high can waves really get?" The little ripples on the calm sea are whipped up by gentle breezes. The tossing, towering waves of the ocean are lashed by winds and hurricanes. No two waves are exactly alike, and they change all the time with the changing weather.

All the ripples, the medium and large waves on the ocean are whipped by the winds. The strongest winds

whip up the highest waves, and they may spread on for hundreds and maybe thousands of miles.

Out on the ocean, the stormy waves heave so high and no higher, depending on the force of the winds. These mid-ocean waves are the ones that heave and toss the ships, punch them and pound them and try to sink them. They have threatened sailors since the first ships went to sea.

The height of the wave is the distance from the trough at the bottom to the crest of the top.

For ages, nobody was able to measure the big ocean waves. Experts were sure that the worst ones were no higher than 60 feet. In 1933, an American Navy ship, the Ramapo, was caught in a gale in the Pacific Ocean.

The Ramapo had a metal cross-bar, high up her tall mast. It was used to measure the waves. When the ship was down in the trough, the marker on the mast was compared with the towering crests ahead and behind. One wave was found to be 112 feet high from the trough to the crest.

Since that time, several wave measuring gadgets have been invented. They have taught us a lot about the winds and the waves. Raging hurricane winds can lash up winds 100 feet high or higher. On the land, a fresh breeze can sway a slender young tree, on the ocean, the same breeze can whip up waves 10 feet high. And the winds of a storm can send waves heaving on and on for hundreds and thousands of miles across the ocean. When waves reach the shallow shore-line, they heave higher, maybe as high as 300 feet.

I was very pleased to receive a copy of "Now Hear This" from Esther Snyder of Flotilla #52, Lancaster, Pa. This is a terrific publication, one of the best I have seen. Congratulations Flotilla #52—Keep up the good work.

Esther, I really appreciate your response—thanks again.

Esther has graciously consented that I use some of her recipes for my column.

This is a breakfast favorite of mixed fried potatoes and eggs. It's so easy to prepare—a great galley recipe. In a large skillet or deep pan, start off with suet, diced onions, celery and green pepper. Add diced or sliced preboiled potatoes. Turn frequently to brown nicely. Add eggs direct from shells, mixing eggs well into the potatoes. Add salt, pepper and paprika to taste. Diced canned meats, left over cooked meats or well drained bacon may be added if available. Onion salt and celery salt can be used in place of the real thing. Try it—it's delicious. This recipe came from

Grace Bletcher of Flotilla #52—Hear she served as a Wave in Uncle Sam's Navy. Thanks Grace.

Kay Brown, another member of this fine Flotilla passes on her "Speedy Fried Chicken" recipe—At home prepare chicken parts as directed on package of "Shake and Bake". Assemble salad ingredients. To serve, reheat chicken by frying in butter or margarine, and serve with potato chips and salad. Sounds good.

Esther passes on a one pot meal that can be prepared on an alcohol stove or electric pan, and requires no refrigeration: One can of bacon (or a small canned ham), two cans of string beans and one can of small potatoes. Brown bacon, add string beans and potatoes and cook for about 1½ hours at a low temperature. Another goody.

It really was a great pleasure reading "Now Hear This"—the activities of this wonderful flotilla would astound you. Keep up the good work.

Thanks,  
Marie!  
We don't know who  
will get this col,  
but it will never be  
the same. Lots  
of luck in your  
Duck bit!

#### THE JOHN R. MASSMAN MEMORIAL FUND

U. S. Coast Guard Auxiliary  
Third C. G. District (SA)  
C/O Finance Officer, Charles E. Niessen  
8308 Fenton Road, Philadelphia, Pa. 19118

Gentlemen:

I/We would like to contribute to the John R. Massman Memorial Fund. Here is a check for \_\_\_\_\_

Member's Name \_\_\_\_\_

Flotilla \_\_\_\_\_

Division \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Come  
on guys!  
let's make  
this!

## \*WITH THE U.S.COAST GUARD

### AUXILIARY

by Roland Birnn

How active must a Coast Guard Auxiliarist be? The official answer is that no activity is mandatory, since the Auxiliary is purely voluntary. Flotillas differ in the makeup of their members and in the scope and intensity of their activity. So it goes with individual members. Some may be crack operational members, who, while they know all about boats and boating, have no interest in instructing the public, or would make poor instructors anyway. Others find one or two activities at which they excell. Many, but not all, participate actively in all the programs of their unit. What constitutes acceptable activity may be found in the answers to the following: (1) Is attendance satisfactory? (2) Are dues paid? (3) Does he (she) fly the blue ensign, maintain the facility in Bristol fashion, and observe all safe boating practices? (4) Is he a valuable instructor of conditional members, public classes, courtesy examiners, or special subjects? (5) Is he an active Courtesy Examiner? (6) Is he dependable and energetic on committee work? (7) Is he cooperative with other flotilla workers? (8) Is he willing to accept responsibility and to do a job? (9) Is his facility inspected? (10) Has he participated in any operational activity such as SAR, Safety Patrol, ATON (Aids to Navigation), Twilight Patrols?

Rules for wearing service ribbons have been officially defined for all Auxiliarists. The ribbons of the military establishment come first, then Auxiliary ribbons in definite order of their precedence. How many should be in a row and how do they go, from left to right on the Auxiliary uniform? CDR C. A. Millrad, USCG, Director of Auxiliary, 7th District, recently stated that there should be a maximum of three ribbons per row.

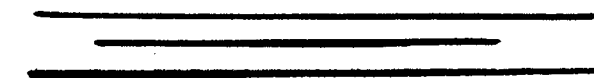
Then, from top to bottom and left to right as they are observed: (1) All military awards and service ribbons; (2) Auxiliary "A" Award; (3) Auxiliary "B" Award; (4) Auxiliary "C" Award; (5) Operational Specialty; (6) Courtesy Examiner; (7) Instructor; and (8) 10- or 20-year Auxiliary service.

Incidentally, badges of proficiency in any activity of the armed services, such as pilot's wings, combat infantry badges, etc., must be worn on the Auxiliary uniform. Auxiliary pilots wear Auxiliary pilot's wings.

There are no "flag officers" in the Auxiliary. The term, applied to certain Auxiliary officers, appeared sporadically in some Auxiliary and other publications

several years ago, but its non-reg use was soon happily laid to rest. The term is used to describe admirals and officers of "flag rank" in the Naval or Coast Guard services.

The yacht ensign, while authorized for documented yachts is not mandatory. Such yachts, however, when operating under Coast Guard orders, may not fly the yacht ensign since they have become, pro tempore, government vessels. Also, all facilities not documented must fly the U.S. ensign when the Auxiliary ensign is flown.



NEW YORK, N.Y., JULY 31—THE RECREATIONAL BOATING INDUSTRY AND RELATED PUBLIC INTERESTS SIGNED AN AGREEMENT HERE TODAY TO CREATE A SINGLE SAFETY STANDARDS-MAKING ORGANIZATION.

Representatives of the American Boat and Yacht Council [ABYC], the National Association of Engine and Boat Manufacturers [NAEBM], and the Boating Industry Association [BIA] met in New York and signed a letter of intent to consolidate their safety and engineering standards-making activities into the American Boat and Yacht Council.

Signing for their respective organizations were Grant W. Bauer, president of the Council, James R. McQueen, Jr., president of NAEBM, and Donald A. Milton, president of BIA. The signing took place in the presence of Admiral Joseph J. McClelland, Boating Safety Coordinator of the U.S. Coast Guard. The Coast Guard has assisted in the negotiations and approves of the consolidation.

The action will bring pleasure boat engineering and safety standards under the direction of the ABYC. The Council, an independent organization established in 1954, is comprised of members of the industry, the boating public and the government. Existing standards of ABYC and BIA will be processed through the ABYC standards-making procedures to develop a single body of engineering and safety standards. Until the unification process is completed, existing standards shall continue in effect. Final approval of all standards adopted and published by ABYC is to be vested in the Board of Directors of the Council.

The boat and outboard motor certification program conducted by BIA will continue to be operated by that association.

Under the merger terms, the Board of Directors of ABYC will include representation from the manu-

facturing interests as well as representation from such non-manufacturing groups as the State Boating Law Administrators, marine surveyors, marine underwriters, U.S. Coast Guard, and yachtsmen and boating groups.

The present Secretary of ABYC, Herman J. Molzahn, will continue in that post.

Witnessing the signing of the letter of intent were Howard Saffer, senior vice president of ABYC, and Alan J. Freedman and William E. Pearson, co-chairmen of the NAEBM-BIA Joint Industry Council.

Credit: Boating News

## SEA SECRETS

QUESTION: *Over the past two years, I have collected several hundred shark teeth from nearby beaches. The teeth I have vary greatly in size, shape, and color. Some are barely larger than the head of a pin, while others are several inches long and several inches across. Can you direct me to a guide for identifying shark teeth?*

ANSWER: The idea that any species of shark can be identified by a single tooth is simply untrue. Some species, such as the tiger shark and the white shark, do have distinctive teeth and can be so identified. For a large number of species, the shape of the teeth will permit identification provided that one knows the number of teeth in the upper jaw and the position in the jaw of the tooth in question. Do not be discouraged, therefore, if you cannot identify all of the teeth that you have found.

The teeth of all sharks are white in the living animal. If any of the teeth you have are black or grey, they are fossils.

The teeth of a number of species common in Florida waters are illustrated in *The Anglers Guide to Sharks of the Northeastern United States, Maine to Chesapeake Bay*, Circular #179, available from Publications Unit, U.S. Fish and Wildlife Service, 1801 North Moore Street, Arlington, Virginia 22209, at a cost of 25¢.

QUESTION: *I plan to collect sea water for drinking purposes. How can I purify it without destroying the trace elements?*

ANSWER: Perhaps the simplest technique, and the one which produces the least alteration in sea water, is sterilization by filtration. When sea water is passed through a membrane filter into a clean flask, the bacteria and particulate matter will be retained on the surface of the filter.

For this purpose, 47-millimeter membrane filters with a 0.45-micron pore size are recommended. These filters may be obtained in sterile packs for about \$18.75 per 100 from Millipore Filter Corporation, Bedford, Massachusetts and Gelman Instrument Company, Chelsea, Michigan.

QUESTION: *During October, 1968, my friends and I caught amberjack, jack crevalle, and blue runners in brackish waters on the south shore of Long Island. Why were these fishes so far north, and can we expect them in this area from now on?*

ANSWER: Jacks are wide-ranging oceanic fishes. Many species, in fact, have a nearly world-wide distribution in warm seas. They migrate north in the western Atlantic in the deep waters of the Gulf Stream, and come into shallow waters as far north as Cape Cod. These animals then return south.

October records of the species you mention are common from Long Island to Cape Hatteras. The appearance of large numbers of jacks in shore waters in the early fall is possibly related to the storm patterns usually existing at that time of year.

QUESTION: *I am quite concerned about the use to which our oceans are being put. I have heard that the University of Rhode Island is conducting a study of burning garbage at sea and dumping the residue overboard. Would this method of disposing of garbage have an adverse effect on the sea life?*

ANSWER: It is not possible to generalize about the effect of burning garbage and disposing of the residue at sea. If the residue consisted only of ashes dispersed so that they did not form a sediment blanket over the bottom, no harm is likely to occur. Water depth, bottom type, current patterns, and animal populations of a particular area are some of the factors that have to be evaluated. In some cases, nutrient enrichment could take place which might improve the environment. In general, the method seems to have potential merit.

Additional background on this subject can be found in "Water Pollution: A Public Concern," House Document #29, 88th Congress, First Session, 1963; "Disposal of Waste in the Marine Environment" by E. Foyne (*Oceanography and Marine Biology*, Vol. 3, Hafner Publications Co., 1966); and "Water Pollution Control" by R. L. O'Connell (*Oceanology International*, 6, 1966).

QUESTION: *I caught a young manta ray, weighing about 45 pounds, which had only a tiny stump for a tail. Is this the normal tail for a manta?*

ANSWER: The tail of a manta is normally long and whip-like, but in most scientific literature describing

these animals, part of the tail has been reported as missing. The absence of the tail is abnormal, but it is not uncommon.

QUESTION: *My friend and I were bitten when in heavily weeded water at St. Croix. The bite was similar to a short slice made by a sharp knife. My friend's leg became numb and swelled. We saw an animal resembling a snake, about 2 feet in length and white with greyish-brown spots. Are there snakes in the waters near the Virgin Islands, and if so, are they poisonous?*

ANSWER: Sea snakes are confined to the Tropical Pacific Ocean and the Indian Ocean. None of the true sea snakes occur in Atlantic waters.

The animal you saw was a snake eel of the family Ophichthidae. This eel is harmless, and it is quite unlikely that you were bitten by it. The Foundation has had reports of persons receiving similar "bites" from various species of swimming crabs. These crabs have very sharp tips on their claws and actually cut, rather than pinch.

Snake eels are often observed in Atlantic waters. For example, the gold-spotted eel *Myrichthys oculatus* is widespread in shallow waters of the Western Atlantic Ocean, especially in the Bahamas. It is very active by day in reef areas and enters burrows looking for small shrimps to eat.

QUESTION: *I have two boats docked stem to stern in a harbor off Singer Island, Florida. They are both painted every six months, including all the metal parts. One boat has zincs on her and is loaded with barnacles, but the other boat has no zincs and is almost clean. Is the zinc attracting barnacles?*

ANSWER: Copper-bearing alloys do not foul because copper dissolves at a rate that provides about 5 milligrams per square decimeter per day of copper in the interface zone between the metal and sea water. This acts as a toxic barrier to the attachment of fouling organisms.

As soon as zincs are attached to copper, however, the corrosion of the copper is suppressed, and this film of toxic materials is greatly reduced, thereby permitting attachment of the organisms. Nonmetallic surfaces should be unaffected by either zinc or copper that is not a component of the antifouling paint.

#### FINAL REVIEWING AUTHORITY ACTIONS ON RECOMMENDATIONS OF THE NATIONAL BOARD

a. The recommendation relating to the display of a commission pennant and standards relating to it is *disapproved* since it relates to a similar item set forth in Amendment #1 to the Coast Guard Auxiliary Manual. It should be noted that operational facility standards are to be determined by the District Commander.

b. The request to authorize blue denim slacks for women Auxiliarists is *disapproved* inasmuch as denim-type slacks are not the counterpart of the male khaki work uniform. Further, denim or dungaree-type clothing is not considered appropriate for Coast Guard personnel who are required to wear dress uniforms while engaged in boarding duties. To depart from these standards was not considered proper or desirable.

c. The request to amend the Auxiliary Service Ribbon in five-year increments is *approved*. The member will be entitled to wear a bronze anchor for each succeeding five-year period and a silver anchor to represent award of five bronze anchors.

d. The recommendation that the National Commodore be recognized as the Commandant of the Auxiliary, and that the District Commodore be recognized as the Auxiliary District Commander is *disapproved*.

e. The recommendation that the Auxiliary members be authorized to wear *Auxiliary* ribbons, awards, and insignia on all Auxiliary uniforms is *approved*. However, it should be noted that *no military ribbon* earned while in one of the branches of the Armed Forces shall be worn as a part of the khaki work uniforms.

f. The request that the Commandant establish an Auxiliary Small Craft Engineering Advisory Panel comprised of Auxiliary members who are qualified engineers is *disapproved* as the request is in conflict with the newly proposed Boating Safety Advisory Council under consideration as a legislative proposal.

g. The recommendation that nothing be done to create growth that would lower the standards required to be an Auxiliarist is *disapproved*. The standards of any organizational component of the Coast Guard, i.e., the regular Service, the Coast Guard Reserve, and the Auxiliary are predicated upon the needs of the Service and therefore cannot be static but must remain fluid and under the control of the Commandant; however, nothing is planned that would lower the present standards.

h. The recommendation that an instructor qualify only one time to meet his rating, provided he main-

tains his required six hours per year is *approved subject to the following conditions*. An instructor who is current in the PEC program, or has taught at least 3 lessons or a total of 6 hours during each year and has successfully passed the *current* edition of the Instructor Qualification Examination will not have to re-qualify every 3 years. However, if the instructor fails to meet annual requirements, then *all* the qualifications must be met.

i. The recommendation that the Business Meeting of the National Board be held in March or April of each year, and the National Conference be held during the third week of September each year is *approved*.

j. The recommendation that when a Flotilla fails to hold a valid annual election by 31 December, the Division Captain, after consultation with and approval by the District Commanders and the District Director, may appoint an interim Flotilla Commander and Flotilla Vice Commander, who shall serve for the ensuing calendar year is *approved*.

k. The recommendation that all National Board officers be allowed to appoint their own aids or administrative assistant is *disapproved*. An aide has been authorized for persons holding specific positions, i.e., National Commodore and District Commodore. These guidelines are in agreement with the practices observed by the Coast Guard and it is felt that any expansion of the guidelines would detract from the position of the two key elected officers.

l. The recommendation that information emanating from Coast Guard sources be so worded as to give proper credit to the Auxiliary for its part in the great majority of its operations is *disapproved*. The recommendation as worded would be to obligate the Commandant to insure that all future releases would be so worded. Such a premise cannot, of course, be given. However, proper recognition of the accomplishments of the Auxiliary is certainly highly desired, and the recommendation will be referred to the Office of Public and International Affairs for action.

m. The recommendation that a member-at-large does not have to be a facility owner is *already approved* and in Amendment No. 1 to CG-305.

n. The recommendation that a decal or plaque be made available to districts for award to Auxiliary operational facilities that have served with outstanding service is *approved subject to the following condition*—that the National Board submit a drawing or the art work for the decal or plaque to the Commandant for approval.

o. The recommendation that the Coast Guard pay a mileage allowance to Auxiliary members traveling under official orders is *disapproved*. It has been

determined that the Coast Guard does not have authority under the present statutes to reimburse Auxiliary members on a mileage basis for travel performed via privately-owned conveyances.

p. The recommendation that the Auxiliary maintain one District Commodore per Coast Guard District, and each District have only one District Director is *disapproved*.

q. The recommendation that the Coast Guard give more recognition to the Auxiliary and promote the Auxiliary's image in the eyes of the public through publicity, and increase the prestige of being an Auxiliarist is *approved*.

s. The recommendation that when recommendations of the National Board are rejected there be more explanation as to why is *neither approved or disapproved*. It has always been the policy of this office to explain the reasons for disapproving a National Board recommendation.

t. The recommendation that the Auxiliary officers' silver sleeve stripes completely encircle the sleeve on Auxiliary uniforms rather than the half-stripes presently authorized is *disapproved*. The Auxiliary Ad Hoc Uniform Committee that originally proposed the present uniform recommended the half-stripe of silver lace as being distinctive and non-military in appearance. The Commandant approved the report of the Ad Hoc Uniform Committee. To now authorize the proposed full stripe of silver lace would be needlessly expensive to the average Flotilla member and would breach the moratorium on uniform changes. It would further diminish those characteristics of the Auxiliary uniform which are distinctive from the Coast Guard Uniform.

u. The recommendation that the National Board establish a Life Saving Medal and \$250 cash award to be presented to a non-member for heroism while saving a life is *disapproved*. The Auxiliary is an organizational component of the Coast Guard and as such would not have the statutory authority to prescribe a medal award. Further, the proposed title of the award too closely parallels the present life saving awards and therefore was not considered desirable or appropriate. If the Auxiliary is of the opinion that a non-member should be considered for such an award, and truly met the criteria, he should be considered for either the Gold Life Saving or Silver Life Saving Medal, as appropriate.

v. The recommendation that the National Board set up a system for recognition of programs on "Safe Boating" aimed at high school assemblies, civic clubs, and other business groups for point credit on the same basis as now established for the other Public Education Programs is *approved*; however, the system must be cleared by the Chief Director prior to publishing.

w. The recommendation that the Auxiliary develop an official non-sectarian funeral service for departed members is *approved*. When the service is developed, it will be forwarded for referral to the Personnel Services Division (Decedent Affairs Branch) prior to final approval.

x. The recommendation that the Coast Guard National Board, Inc., repurchase the copyright to the Communication Text from the Naval Institute for the consideration of \$500.00 is *approved*.

y. The recommendation that the following staff officers be authorized is *approved* 1 July 1969:

1. National Staff:
  - (a) Branch Chief Radio Engineering (EC-RE)
  - (b) Branch Chief Radio Operations (EC-RO)
2. District, Division, and Flotilla Staffs:
  - (a) Communication Officer

z. The recommendation that Article VII, Section 7.05, paragraph C of the Standing Rules of the National Board be amended is *approved in concept* and will read as follows:

"In each year the National Commodore, National Vice Commodore, and/or National Rear Commodore(s) are to be elected, a Nominating Committee shall be named at the Spring National Board Meeting by the Presiding Officer, which Committee shall consist of the Chief Director of Auxiliary, four (4) voting members of the National Board, and two (2) active past members of the National Board, for a total membership of seven (7) persons. The Committee shall choose one of its Auxiliary members as the Chairman thereof."

aa. The recommendation that Article VII, Sections 7.05, 7.06 and 7.07 of the Standing Rules of the National Board be amended is *approved* and these sections will read as follows:

1. Add new Article VII, Section 7.05, paragraph K—"If, for any reason, whatsoever, the National Board desires to entertain additional nominations for any National office, it shall express desire immediately prior to the election, in formal session. If a two-thirds majority of the voting members thus present express their desires to consider such additional

nominations, the National Commodore shall immediately appoint a Nominating Committee, the composition of which shall be in accordance with the provisions of Section 7.05C of these Standing Rules. The Committee's report to the National Board shall be the first order of business on the following business day."

2. Change the present Section 7.03, paragraph K to Section 7.05, paragraph L.

3. Add new Article VII, Section 7.06—"In each year the National Commodore, National Vice Commodore, and/or National Rear Commodore(s) are to be elected, the Incumbent National Commodore shall schedule as the first order of business on the agenda, the election of these officers.

4. Change the present Section 7.06 to read Section 7.07.

5. Change the present Section 7.07 to read Section 7.08.

bb. The recommendation that Sections 9.05, 9.21, 9.22, 9.23, 10.07, and 10.09 of Standing Rules of the National Board be amended by substituting the title "Chief, Department of Administrative Services" for that of *Chief, Department of Comptroller* is *approved*.

cc. The recommendation to amend Sections 9.01 and 9.02 of the Standing Rules of the National Board to read as follows is *approved*:

1. "Section 9.01—The National Commodore shall appoint, with the approval of the Chief Director, National Staff Officers to assist him in the execution of his office. The appointment of these officers shall be effective when the National Commodore assumes his office."

2. "Section 9.02—The National Staff Officers shall serve at the pleasure of the National Commodore. The National Commodore may revoke the appointment of a Staff Officer at any time should that Staff Officer fail to perform his duties as set forth in the Auxiliary Manual, these Standing Rules, as directed by the National Commodore."

bb. The recommendation that the position of Chief, Graphics Division, be created and established in the Department of the Comptroller, or successor department, for the purpose of adding technical knowledge and skill in the design and layout of texts, covers, certificates, stationery, insignia, etc., is *approved*.

cc. The recommendation that Section 10.02, paragraph A, of the Standing Rules of the National Board be amended to read as follows is *approved*:

"Section 10.02, paragraph A—Said Committee shall consist of five members of the National Board in addition to the National Commodore and National Vice Commodore who shall be ex officio voting members thereof."

ff. The recommendation that Section 10.03, paragraph A, of the Standing Rules of the National Board be amended to read as follows is *approved*:

"Section 10.03, paragraph A—Said Committee shall consist of five members of the National Board in addition to the National Commodore and the National Vice Commodore, who shall be ex officio voting members thereof."

gg. The recommendation that Section 10.01, paragraph A, of the Standing Rules of the National Board be amended to read as follows is *approved*:

"Section 10.01, paragraph A—Said Committee shall consist of five members of the National Board in addition to the National Commodore and the National Vice Commodore, who shall be ex officio voting members thereof."

hh. The recommendation that Section 10.09, paragraph A, of the Standing Rules of the National Board be amended to read as follows is *approved*:

"Section 10.09, paragraph A—This Committee shall consist of the Chief, Department of Administrative Services, the Chief, Material Division, and five incumbent or past members of the National Board, appointed by the National Commodore."

ii. The recommendation that Section 12.05 of the Standing Rules of the National Board be amended to read as follows is *approved*:

"Section 12.05—The NAVIGATOR shall be published four times a year and shall consist of 24 printed pages, self-covered. The deadline dates are as follows: 30 November, 28 February, 31 May, and 30 August. The publication dates are: 31 December, 30 March, 30 June, and 30 September."

jj. The recommendation that Section 12.09 of the Standing Rules of the National Board be amended to read as follows is *approved*:

"Section 12.09—The NAVIGATOR shall be tabloid in style. The content shall be determined by the Chief, Publications Division as approved by the Chief Director and National Commodore."

kk. The recommendation that Coast Guard Form 3594 be revised has been considered and is *disapproved* at this time.

QUESTION: *I have just finished reading the story Two Years Before the Mast by Richard Henry Dana, Jr. It gives an account of sailors on a ship near the horse latitudes sighting a bright light called a "corposant." It appeared just before a storm. What exactly is this phenomenon?*

ANSWER: Corpsant (from *corpus sancti*, body of a saint) or St. Elmo's fire is the name given to a luminous and often audible electric discharge that occurs especially from pointed objects when the electric field strength near their surfaces attains a value greater than 1000 volts per square centimeter. At sea it is seen emanating from the yards and masts of ships during stormy weather. Mediterranean sailors regarded it as a visitation from their patron saint, Elmo (Erasmus). An appearance of St. Elmo's fire was generally considered a good omen, because it tends to occur in the later phases of violent thunderstorms and thus heralds the end of the strongest winds and worst waves. However, such was not the case in the storm off Cuba in September, 1836, as described in *Two Years Before the Mast*. Although the winds were calm, that corposant preceded an incessant display of lightning, and rattling thunder and violent rain occurred for several hours.

QUESTION: *While diving off Ft. Lauderdale beach I came upon a fish unlike any I had ever seen. It was about 11 inches long and of the same color as the sandy bottom. The ventral fins were very large, wing-like, and colored light blue. On both its sides, directly in front of the ventral fins, were three jointed leg-like appendages. The fish used these to pull itself along the bottom, although when approached it was able to*

*swim slowly. It appeared sluggish, burying itself in the sand like a ray. Any information on what it might have been would be appreciated.*

ANSWER: The fish you describe is probably a sea robin, *Prionotus sp.*, a common inhabitant of sandy bottoms along the Florida coast. The sea robins are bottom crawlers, although they occasionally swim in short bursts toward the surface. They have modified pectoral fin rays that they use when walking along the bottom. If disturbed, sea robins burrow into sand, exposing only the tops of their heads and their eyes. They occur from the tidal zone to at least 100 fathoms.

It is also possible that what you saw was a flying gurnard, *Dactylopterus volitans*, a closely related species. Their appearance accords well with your description, except that the fins are brilliantly colored blue, orange, green, and red. The colors, of course, may have been difficult to see under water. Unlike the sea robin, the flying gurnard uses its ventral fins to walk over the bottom. Otherwise, their behavior is similar to that of the sea robin, although they are less common.

WINTER ISSUE  
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NOV 15, 1969

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