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SPRING 1970

CIRCULATION 2,500



OUR NEW DISTRICT COMMODORE, HAROLD B. HANEY (L) CONGRATULATES IPDCO, JOHN E. JOHANSEN (C) WHILE LT.J.G. ALLEN MC COY (R) LOOKS ON, AT THE TESTIMONIAL DINNER.
(STORY PAGE FIFTEEN)

*THE BARE'S FACTS-

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

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DISTRICT COMMODORE
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John E. Johansen

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Charles Berger

PUBLIC EDUCATION
Thomas Dowling

COURTESY EXAMINERS

OPERATIONS
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Samuel H. Shipley, Jr.

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Beatrice R. Howlett

SAFE BOATING
Clifford B. Hevalow

PROJECT 'AIM'
Lloyd Furber

AWARDS
Richard J. Holt

COMMUNICATIONS
Royden E. Hager

DIRAUX LIAISON
Thomas E. Malsberger

MEMBERSHIP GROWTH & RETENTION
William J. Garry

AUDIT
George D. Savage Philip W. Spielmann

GREETINGS BAD NEWS . . . OUR PRINTER HAS INFORMED US THAT WE CAN NO LONGER COUNT ON THE SERVICES OF THE TYPESETTER WHO IN THE PAST HAS PREPARED TYPED COPY.

THIS WILL NECESSITATE A COMPLETE CHANGE IN PUBLICATION FORMAT WHICH WILL UTILIZE TYPE-WRITTEN COPY. WE WILL USE THE SERVICES OF A PAID AND PROFESSIONAL TYPIST AND HOPE TO USE TYPE WHICH IS NOT DIFFICULT TO READ.

PLEASE BEAR WITH US DURING THIS TRANSITION.

DISREGARD ANY AND ALL PREVIOUS DETAILED COPY SUBMISSION INSTRUCTIONS AND GO BACK TO THE OLD WAY OF SENDING COPY IN.

OPERATION'S REPORT WILL NOT BE FOUND IN THIS ISSUE AS IT IS AT THIS POINT THE HULL WAS RIPPED OPEN SORRY, ANDY.

READERS ARE INVITED TO COMMENT ON THE VARIOUS DEPARTMENTS USED IN OUR PUBLICATION AND DIRECTLY TO YOUR EDITOR. YOUR COMMENTS WILL BE TABULATED AND YOU WILL RECEIVE A WRITTEN ACKNOWLEDGEMENT ON THE ACTION TAKEN.

THE CENTER FOUR PAGE SECTION MAY BE REMOVED AND FOLDED TO GIVE YOU AN EIGHT PAGE MANUAL CONTAINING INFORMATION ON AWARDS AND MEMBERSHIP GROWTH & RETENTION. IT IS SUGGESTED THAT THE ENROLLMENT PART OF THIS MANUAL BE XEROXED OR PHOTO COPIED PRIOR TO SIGNING UP NEW MEMBERS.

BEST PERSONAL REGARDS De B

DISTRICT STANDING RULES
John D. Mc Intosh

UNIFORMS & FLAG ETIQUETTE
John E. Johansen

WOMAN'S ADVISORY COMMITTEE
Nancy Hopkins (DWAC)

U. S. C. & G. S. CHART CORRECTION
C. Dane Alden

*NOW HEAR THIS !



"NOW HEAR THIS"

ON 7 FEBRUARY 1970, I ATTENDED MY FIRST SOUTHERN AREA, WINTER CONFERENCE at the Defense Personnel Support Center in Philadelphia, Pa. It was a very enjoyable affair and I was particularly pleased to see so many of our Auxiliaries in attendance. The excellent outcome of the Conference didn't happen by chance, because many hours of hard work were expended by the Conference Chairman, VCO Vic Baumeister, and his committee Chairman in the planning and execution of the program. They all deserve a Well Done for their efforts.

Now that the Winter Conference is over, we must direct our attention to the forthcoming Philadelphia Boat Show.

Arrangements have been finalized to conduct a Safe Boating Center at the Boat Show during the period 14 through 23 February 1970.

Auxiliary Instructors from Pennsylvania, Delaware and New Jersey will conduct these classes, and we hope that this year's program will be as successful as last year's. Make an effort to see the show and your fellow Auxiliarists in action.

M. Tubella
Diraux
3rd-Southern

CERTIFICATION INSPECTORS
FINDING COMMON FLAWS
IN NEW, OLD BOATS

Inspectors for the Boating Industry Association's Boat Certification Program are turning up some common discrepancies in boats being inspected for the first time—and also in their spot-checking of already-certified models.

BIA's man Don Reed said the most common flaws are:

Please to page 10



"This, now hear"

ENS BRUCE W. HERDMAN was raised in a lake-side community in northern New Jersey. His family, which includes an ex-Asst. DIRAUX 8th District, spent part of its summers at Beach Haven, N.J. and now lives in Yardley, Pa.

Bruce has been active in Scouting (EAGLE SCOUT, VIGIL ORDER OF THE ARROW MEMBER), music, horse back riding, and of course boating. He has also worked—part time—for eight years in a retail nursery business.

In June of 1969 Bruce received a B.A. in Psychology from Pennsylvania State University.

This is his first assignment after OCS at Yorktown, Va.

WELCOME ABOARD THE THIRD—SOUTHERN. STAND BY TO MAN THE PUMPS.

*COMMODORE'S COMMENTS

1970! THE BEGINNING OF A NEW DECADE! As I write this column, which I shall call the "Commodore's Comments", I feel that our District is most fortunate to have so many fine enthusiastic working members. A current of enthusiasm was in evidence at the Winter Conference.

SPRING IN NOT TOO FAR AWAY and all of us are most anxious for it to arrive, to work on our boats, so that we will be ready for an active year with the Auxiliary. By this time, all of the Flotilla Commanders and Division Captains should have established goals for their units. Realistic goals, goals that can be met, but also goals that will provide the steady growth and progress that the Coast Guard expects from the Auxiliary.

We, on the District level, have set some goals that we feel are most realistic, but the only way we can reach them is by every member, every Flotilla and every Division doing its share.

Our over all goal in 1970 for CME is 15,140 examinations against an actual of 12,904 for 1969. Our exposure of PE classes is to increase by 35%. Our Operational program will make improvement with the increased responsibility the Coast Guard will give us.

TO MEET THIS MANPOWER REQUIREMENT WE MUST INCREASE OUR MEMBERSHIP BY 30%. This means that each Division needs to get 55 additional new members. This is certainly not an impossible quota. All units have untapped manpower if they would get their inactive members active.

Our Winter Conference and Awards Dinner was a huge success. My sincere thanks to all of you whose efforts made it outstanding.

May I remind you that our accomplishments are not due to the efforts of your Commodore, but are a result of the combined efforts of the District Board and Officers. I am most happy to say that all of our Staff Officers, Special Project Officers and Committees have been working in the background on the details to promote the Auxiliary and to assist you in reaching your goals. My District Board, is composed of willing and dedicated Commodores as well as aggressive, energetic and cooperative Captains. It is a distinct pleasure to work with them. So—let's all get on the "Enthusiasm Band Wagon."

Harold B. Haney
District Commodore

FROM OUR OWN BILL GARRY

Imagine you . . . JOHN Q. AUXILIARIST . . . with a personally autographed picture of our good friend REAR ADMIRAL MARK A. WHALEN over your desk or on the wall of your den. You CAN make this possible.

Our District Commander, Rear Admiral Whalen, has shown that he is a dedicated friend of the Auxiliary in countless ways. Our progress hasn't come about because he has permitted it. It HAS come about because he has aided it. Every wish of your commodore's has received prompt and personal attention.

To his credit, Admiral Whalen has requested very little in return for his efforts. There is one point, however, he has stressed over and over . . . THE NEED FOR A GREATLY ENLARGED AUXILIARY to provide the pool of manpower needed to carry out our programs of education, courtesy examinations, patrols, etc.

To thank him for his efforts on our behalf, the commodores of the 3rd Southern and 3rd Northern have proclaimed April as DISTRICT COMMANDER'S MONTH. Realizing that a fitting honor to Admiral Whalen would be a tremendous forward surge in membership, the major goal for District Commander's Month is MEMBERSHIP GROWTH.

To provide an incentive beyond your normal desire, to show your appreciation for Admiral Whalen's efforts on our behalf, your commodores have explained their plans to him and prevailed upon him to PERSONALLY AUTOGRAPH A PHOTO OF HIMSELF FOR EACH MEMBER WHO TURNED IN TWO OR MORE APPLICATIONS FOR MEMBERSHIP DURING APRIL, District Commander's Month. He graciously consented.

Remember, both facility and non-facility owning applicants count to make you eligible for your personally autographed photograph. What's more, when these applicants become basically qualified, they also count toward the National Commodore's Certificate award.

To get you on your way . . . a membership application form has been incorporated in this issue of Topside. Please put it to good use. Applications must be accepted to qualify member for autographed photograph.

William J. GARRY (IPNVCO)
U. S. Coast Guard Auxiliary

MEMBERSHIP TRAINING BULLETIN

From: DSC-MT

To: All Members

Subject: Course available for advanced training leading to AUXO

1. For many years, members of the Auxiliary have been asking for courses beyond the scope of BQ. Interesting subjects are now available, which may be pursued in classes, or by individual study. Completion of the seven examinations, and demonstrations where required, will result in qualification as AUXOP. This method has a decided advantage, since the study material may be consulted during the examination, eliminating the necessity of memorizing.

2. Basic Qualification, Courtesy Examiner, Instructor and AUXOP (old way) exams are administered through the office of the Director of Auxiliary (SA), are procured from and are returned to him for grading. Required passing grades are contained in current publications. It should be noted, however, that Conditional Members ARE NOT permitted to take Advanced Examinations.

3. Specialty Examinations are administered by the Auxiliary. Details will be found in CG-302, pages 22 and 22A. At the present time, exams are available for SEAMANSHIP, PILOTING, COMMUNICATIONS, SEARCH & RESCUE, and WEATHER.

4. A number of members have passed examinations in COMMUNICATIONS, SEARCH & RESCUE, and PILOTING (NAVIGATION). The study material used is as follows:

A. COMMUNICATIONS

- (1) USCGAUX Communications Text, AUX 24-66
- (2) Third CG District Auxiliary Communications Study Guide.
- (3) Chapman's, Chapter XXVI, "Signal Code."
- (4) CG-306, Chapter III, Part 7.

B. SEARCH & RESCUE

- (1) CG-302, pages 190 to 204.
- (2) CG-305, Chapter III.
- (3) First Aid (A basic knowledge).
- (4) Communications Text, AUX 24-66, Chapters IV, V, VI.
- (Distress signals, flag hoists, air/surface craft signals)
- (5) CG-395, first paragraph entitled DANGER.
- (6) NFPA booklet #302, Chapter 6, Part 60-601 and Chapter 7, Part 76-761.

C. PILOTING (NAVIGATING)

- (1) American Practical Navigator (Bowditch), the text having reference to Piloting.
- (2) Chart #1212 TR. (This must be submitted to BC-AMT for grading of Piloting Problem.
- (3) Piloting and Coastwise Navigation (Third CG District (S) publication). Use this as a lesson plan and preparation for the written examination.

(NOTE: Recommendation of study material, above, as source of correct information, is based on experience. We do not imply that other texts may not be equal.)

5. Courses at Division and Flotilla level are desirable, but members may prepare for these exams by individual study. Consult your FSO-MT for assistance with these courses, and to arrange procurement of examinations.

C. S. Berger Jr. DSC-MT: A. R. Haske, Assistant

"WHAT WAS THAT AGAIN?"

"Chart Correction Program, is this something new?" This is the typical reaction you may get from an Auxiliarist when you mention this program.

No, this is not a new program but one that has been part of Auxiliary Operations since 1962. It might as well be a new program what with the poor participation. In the last calendar year, the competing organization outdid us by a ratio of 6 to 1, when you compare our respective District areas. The membership ration is only 3 to 1.

Maybe the reason for poor participation is because so few members know anything about it. We hope to remedy this situation during this year. The complete program is given in CG-305 starting on page 90. Read it, you might learn something. But in the meantime I'll try to give you some of the highlights in this column. Each quarter, TOPSIDE will delve into another aspect of this highly interesting program.

Each June, the US Coast & Geodetic Survey furnishes every Flotilla with the material needed in filing reports under the Chart Correction Program. (Did your Flotilla hide his material in some forgotten filing cabinet last year?) This service is a valuable one. Response from the Auxiliary should justify the expense involved. There are thousands of items of interest to all Mariners that are not charted but should be. Ocean going skippers as well as small boat owners depend on these charts having all the latest information. Some of the items needed are submerged objects such as rocks, obstructions, shoals, areas silted in, wrecks to be added or deleted, submerged cables and pipelines, new channels or areas filled in, visible obstructions such as pilings, snags, weirs, landings, overhead cables, piers, bulkheads, bridges which might need to be added, altered or deleted, landmarks such as smokestacks, towers, spires, flagpoles and tanks. The list of items that can be added, deleted or corrected is virtually endless.

Facility Reports cover such items as new marinas and yacht clubs and the services that they offer as well as the discontinuance of a yard or a change in the services that are offered. Incidentally, last year this member turned in a report on a Marina that has been in continuous service since 1910, but never once was this listed on the Small Craft Chart of the area. Check the listing for your own Marina and see if it is correct. I found that ours gave several items that were wrong.

Don't consider any item that you might see as unimportant. Send in a report and let the USC&GS evaluate it.

The undersigned Officer has prepared a program on the Chart Correction Program that I will be most happy to present at any Division or Flotilla meeting. All that is necessary is a letter of request sent to me at Box 338, RD 3, Reading, Pa. 19606.

Your new Commodore and I are looking forward to big happenings with this program in 1970.

Charles D. Alden
Special Project Officer
Chart Correction Program

"PENNANTS & PROTOCOL"

The Auxiliary has a manual which should be referred to at any time when there is a question concerning the proper method of wearing the uniform insignia. Each Flotilla Commander, Division Captain and Commodore has one and will be glad to let you seek an answer to your problem from it. Ask for CG-404.

There is a tendency for members of the Auxiliary to wear the Silver Collar Insignia-Member as a lapel device on his civilian coat lapel. Perhaps they are unaware that there is a special lapel device for this purpose. Have your Flotilla Supply Officer order them through the proper channels.

At many Auxiliary functions where the member wears his uniform, if he has one, variations from the prescribed policy are occasionally observed. Many variations of the name tag are seen. We all should know that it is white, with black lettering. The tag is 3" long and ¾" wide; the black lettering ¼" high and only the last name is specified. Any other information on the name tag does not conform.

In Auxiliary Uniform, Awards, and Flag Code Manual CG-404 (1969), Chapter 2, Section 3, item 0302,1.f. Shoes, states, "Shall be black; made of leather, laced type; of plain style without decoration, and with no stitching or seam across the toe."

We are not a military organization and the wearing of a uniform is not required. Notice that the uniform instructions for all Auxiliary affairs always states "or appropriate civilian attire."

If you have a uniform (all officers in the Auxiliary should have one), wear it properly. Do NOT use any part of civilian attire with the uniform. If you do not have a complete uniform, wear civilian clothes.

Fancy jewelry should never be worn with the uniform. And, please, girls, NO earrings.

John E. Johnson
IPDCO
Chairman, UFE

COMMUNICATIONS REPORT

I would like to start out this report with a QUOTE from the "The New Auxiliary Communications Study Guide."

"COMMUNICATIONS EXIST NOT FOR COMMUNICATIONS SAKE, BUT TO SUPPORT OPERATIONS. SUCCESSFUL OPERATIONS DEPENDS TO A LARGE PART FOR ITS SUCCESS ON GOOD COMMUNICATIONS, AND GOOD COMMUNICATIONS DEPENDS ON WELL-TRAINED AND KNOWLEDGEABLE COMMUNICATIONS OPERATORS".

To support this, we are attempting to establish a UNIFORM TRAINING PROGRAM. As mentioned, we now have an excellent Study Guide so that Communications and Training Officers have available a source of accurate information for membership training at Division and Flotilla levels.

The Study Guide has complete information on all or any facet of Auxiliary Communications, along with SELF TEST QUIZ or "OPEN BOOK" type methods of study on its contents.

THE RADIO EQUIPPED FACILITY PROGRAM with preference for facility owners INTERESTED AND ACTIVE in Operations, now requires that in order to obtain a Coast Guard Radio Call Sign, successful completion of THE RADIO-TELEPHONE COMMUNICATIONS COURSE AND EXAMINATION.

We hope that all of those interested in these programs will consult DIRAUX MEMO No. 5-70 for complete details.

NOTE: The ANNUAL Radio Equipped Facility inspection "DEALINE" has been pushed up to July 1, 1970.

Skip Hager
DSO Communications

1970 WINTER CONFERENCE

About 350 members of the 3rd Coast Guard District (SA) attended the 1970 Winter Conference held at the Defense Personnel Support Center in Philadelphia on 7 February. REAR ADMIRAL J.J. MCCLELLAND, Chief, Office of Boating Safety was the main speaker.

Admiral McClelland reported that Auxiliary activities in 1969 were an improvement over the preceding year. Membership was up almost ten percent. Courtesy Motorboat Examinations were up from 166,000 to 192,000. Public Education and Operations were up also. "Every Auxiliarist in the country who has contributed to this fine record can take a great deal of pride in this accomplishment."

The Admiral explained that the Auxiliary is now located in the new Office of Boating Safety and the change was made with utmost smoothness. "It is such a completely natural organizational set-up." Admiral McClelland said the Coast Guard's Boating Safety Program has to be achieved by co-ordinated, co-operative effort. Every part of the Boating Community must take a hand in it; the States, the Auxiliary, the Red Cross, Industry, Yacht Clubs and local communities. "The Coast Guard and Auxiliary will not be going it alone, but will be seeking the fullest co-operation with all of the boating community."

When referring to the National Boating Educational Effort, he said, "We know that there are many people in various organizations throughout the country working along essentially the same lines. Seamanship, Boating Safety, Piloting, and other courses with similar content are being developed and taught by various groups. "It seems logical that a co-ordinated effort could probably produce one or more courses which would be superior to all those presently in existence." He went on to say, "I am sure we can get together at the National level, and I hope this will assist co-ordination locally where it can be most effective."

The Admiral asked the Auxiliary to expand their activities with the Sea Explorer program. "The Sea Explorers desperately need good sponsorship, leadership, and instruction in boating subjects. The Auxiliary could help to meet these needs and provide support to this excellent youth program."

Ensign James L. Gerber, Asst. Director of Auxiliary, 3rd Northern C.G. Dist., talked about the extensive program in Operations that is being performed by the Third Northern. He pointed out that a successful Operational program helps the Courtesy Examination and Public Education programs, and then told how the Third Northern started a special Membership

Training program for Operational Members that was open to members of all Divisions. Ensign Gerber's talk was very interesting and well received.

The Annual Winter Conference is the Auxiliary's premier event on the Activity Calendar. Again this

year, the food was excellent. Registration started at 1400, and the early birds were able to arm themselves with a beverage and stroll through the interesting educational training aids. These displays are different every year. Some are so good they should be brought back every year. The workmanship is unbelievable.

C. James Harper Jr.
DSO-Publicity

*WITH THE U.S.COAST GUARD

COMMANDANT INSTRUCTION 7240.2

Subj: Reimbursement for damage to or loss of Auxiliary facilities while operating under official orders; procedures therefore.

Ref: (a) Part 5, Chapter IV, Coast Guard Auxiliary Manual, CGCG-305

(b) Chapter 2E01, Coast Guard Comptroller Manual, CG-264

1. PURPOSE. The purpose of this Instruction is to clarify policy and to provide for more expeditious handling of claims by Auxiliarists for damage to, or loss of their facilities while under orders

2. PUBLICATIONS AFFECTED' The Coast Guard Auxiliary Manual, CG-305 and the Coast Guard Comptroller Manual, CG-264 will be amended as may be required by the provisions of this Instruction.

3. POLICY.

a. Modern operational requirements make the trailering of small boats necessary to discharge effectively the Coast Guard's duties. Therefore, if damages to, or loss of, a trailered facility result from an accident while enroute to, or from, the launching site, a claim is payable under the same conditions as the loss or damage while operating underway.

b. In some cases Auxiliarists are issued orders to cover events which last for several days. If during such a period, the facility is damaged while it is being used for personal reasons, the government will not authorize payment of a claim.

c. Loss of a facility resulting from theft is not normally the responsibility of the Coast Guard.

d. The Coast Guard desires that the facility be returned to operating condition as soon as possible. Accordingly, repairs for damaged facilities will normally be effected by a commercial facility. However, repairs should not be undertaken until after a Coast Guard investigator has inspected the damage.

Continued on page 17

*AUXILIARY NEWS FROM OUR DIVISION'S



ROBERT
EVANS

DIVISION II

December meetings of Flotilla 21 and Flotilla 22 had the seasonal atmosphere with Christmas parties, which were enjoyed by larger membership turnouts. Plenty of eats and spirits.

Meeting report for December 1969. The new officers present expressed that new feeling for Division II. A Division P.E. course at Upper Dublin that all instructors of all Division II Flotillas are invited to partake.

Held a great meeting considering the possible usage of the Philadelphia Boat Show to build up the flotillas membership, by means of an outstanding location and booth, just for the Auxiliary, located in this annual show.

This idea alone is an important action that must be top on the list.

Of course the safe boating course held during the show is a demanding hit.

Flotilla 21 held a change of watch party 17 January 1970 at the Wissinoming Yacht Club. Guests from District and Division were present. A buffet dinner was delicious.

Edgar O. Seip DSO-PUBS



HARRY
BARBER

DIVISION III

It is with deep regret that we report the death of Past Flotilla Commander John Meekings, on 31 Jan. 1970.

PFC Meekings was a charter member of Leesburg Flotilla 34, and remained active and loyal until his death.

He was an ardent member of the Auxiliary, and believed that its sole purpose was to aid the Coast Guard.

Paul Cox
VCP III



JANE
HASKE

DIVISION IV

AT THE DECEMBER MEETING OF FLOTILLA 45 Jane Haske, Division Captain swore in the newly elected Flotilla officers, Eleanor P. Sowden as Flotilla Commander, and Charles Wallace as Vice Flotilla Commander. This was also the occasion of the graduation of this flotilla's first Public Education course.

Thomas Dowling, District Public Education Staff Officer presented the graduates with their certificates which consisted of eleven people from the main line area.

Bonnie Bickle



Jane Hasek, DCP, swearing in Charles Wallace as VFC and Eleanor Swoden as FC

ON JANUARY 10TH, DIVISION IV held its annual "CHANGE OF WATCH" at the West End Boat Club, Chester, Pa.

This year's host was Flotilla 47 of Chester.

Following the dinner Victor Baumeister, District Vice Commodore, swore in Jane Haske as Division IV Captain, and then swore in the Flotilla Commanders and Vice Flotilla Commanders.

Robert Billingham, IPFC, received the National Commodore's Certificate of Merit for his achievements in obtaining fourteen new members in the last year.

E. Kenneth Sowden, Jr., Past Division Captain, presented the PAST CAPTAINS AWARD to JANE JEDNACZ, Past Flotilla Commander of Flotilla 46, the award winning all women flotilla, for their

achievements and activities for the past year.

Following the awards, William Matthews, Department of Chesapeake Bay Affairs, State of Maryland, gave a short talk on the advantages of boating on the Chesapeake Bay, and what to see.

Dancing followed the formal program and fun was had by all.

Bonnie Bickle



Bill Matthews giving talk on Chesapeake Bay at Change of Watch, Division IV

Welcome Aboard for a Chit Chat with Flotilla 45.

Members of Flotilla 45 were pleased to have had the opportunity to see interested Auxiliaries and officers of the U.S.C.G. at the Change of Watch dinner and the Winter Conference. Seems like we always have something to look forward to and something to look back on. Isn't that what makes life interesting?

Honorable mention is in order for our fourteen members and guests who battled the Schuylkill Expressway (alias the World's Largest Parking Lot) for one hour and 40 minutes, due to the traffic tie up, to attend the winter conference.

On 9 February members of Flotilla 45 were honored with the presence of Joe Elliot and Joel Gunther. Both qualified scuba diver instructors and members of the C. Y. Divers Club. The gentlemen explained the main purpose of the club as being: to promote safe diving, qualify new members, and, community service. Seems like this group get their kicks from spear fishing, seeking artifacts and treasure hunting. Joe and Joel demonstrated their equipment, explained the medical factors and presented some very interesting action slides. Everyone was in agreement that we would make a good team. However, some of us would like to go on record as saying, "We'll stick to topside and these brave gentlemen can keep on exploring the bottom."

WHO KNOWS! Perhaps some day we may get together and they may even assist us fishermen in finding the BIG ONES!

Members of Flotilla 45 are LOOKING FORWARD to the Rendezvous with Flotilla 47 at River View Yacht Club. Carol Kolb and Lew Folk are our repre-

sentatives to assist in the organization of this affair. WE ARE DEPENDING ON BOTH OF YOU—CAROL & LEW.

CONGRATULATIONS are in order for Lev Wec-kerly for successfully qualifying as an instructor and Lew Folk for qualifying as a CME—DCP. Sowden and FCP Preston have received the N.A.C.O. Membership Growth Award.

Thanks for the job well done. "THOSE THAT WORKS GETS RESULTS."

Congratulations and Good Luck to all new C.G. Aux. officers from Flotilla 45 including.

Yours Truly,
Clara Folk



WARD W.
DONOHUE

DIVISION V

Division V had a booth at the Harrisburg Sportsman Show where a large number of people were signed up to take Basic Seamanship Courses throughout the Division. The booth was manned by members of all flotillas. Displays were donated to the cause by the Glotillas in the area. The boat was donated for use by a local member and boat dealer. The show ran for a week from 1300 hours to 2200 hours every day and was manned at all times. Slides were shown as were motion pictures. It was the consensus of all involved that it was a large success, a lot better than we have had in past years.

C. H. Stetler
SO-PUBS



WILLIAM
GRIERSON

DIVISION VI

Division VI had their Change-of-Watch Dinner Dance at the Ivystone Inn in Pennsauken on January 10, 1970. It was a memorable occasion because along with Division ceremonies each Flotilla, with the exception of one, celebrated its own Change-of-Watch. All six Flotillas in Division VI have new teams of elected officers.

DCP William Grierson and VCP Arthur Scully were sworn into office by CDR E. J. Ard. Guest speakers

of the evening included CDR E. J. Ard, LCDR M Tubella, DCO H. Haney and a surprise guest, Regimental Commander of Cadets at the U. S. Coast Guard Academy, Edward Beder.

Mr. Beder means a great deal to Division VI, especially to Flotilla 62. Just a few years ago in 1965, he was their AIM candidate and will graduate this June and receive his commission from the Academy.

After dinner, Division awards were the order of the evening. They were presented by past Division Captain Lloyd Furber. Flotilla 62 received the overall performance award which was accepted by outgoing FC Bob Noel and the Public Relations award also went to Flotilla 62 which was accepted by yours truly.

Flotilla 66 received a plaque for the outstanding performance in the area of CME and Charles Stricklin received the Division award for the highest individual number of CME's.

Incoming FC Lew Levinson of Flotilla 67 was presented with the Commodore's Certificate of Appreciation, signed by the National Commodore for an Outstanding contribution to the growth of the U. S. Coast Guard Auxiliary.

This affair brought the Division together as members mingled and exchanged ideas and conversation. The only thing that still puzzles me is where and how did Wes Hill get all those door prizes!

Division VI was heard from again at Winter Conference. The Commodore William Ross MacDonald award for Outstanding Participation in Public Instruction Courses for the year 1969 was awarded to Flotilla 62. The award was accepted by their most deserving, hard working PE staff officer, Charles E. Stocker, Jr. This award was presented by Captain H. A. Campbell, U. S. Coast Guard, Captain of the Port of Philadelphia.

About 30 members and guests of Division VI were present at the Winter Conference to witness this presentation.

Helene Hark
SO, Division VI, PR.



THOMAS J.
SCOTT

DIVISION VIII

Operation "Ho Ho Ho" was the highlight of Flotilla 83 activities during the Christmas season.

On the 21 December, Santa in the person of Russ Higgins, PDCP, along with Paul Hoffman, FC, Joseph Peer, PFC, Robert Neiman, PFC, and Arthur Nissen, PDCP, visited FIVE FATHOM LIGHTSHIP, BRANDYWINE SHOAL LIGHT and FOURTEEN FOOT LEDGE LIGHT STATION, and Santa gave

each member of the crew aboard a box of candy, a stocking, cookies, fruit, cigarettes and fruitcake.

Due to the lack of time, Santa had to forego visiting the LIGHTSHIP DELAWARE, THE HARBOR REFUGE LIGHT STATION, and SHIP JOHN LIGHT-STATION, but the crews were not forgotten as Santa sent along the goodies through the courtesy of the COAST GUARD MAIL RUN to the various units.

The men were all happy to welcome Santa aboard. I think one of the happiest was the "Skipper" WRAY GILLETTE, whose home is FT. LAUDERDALE, FLORIDA. To be stationed on an isolated station like FOURTEEN FOOT LIGHT on CHRISTMAS sure wouldn't be my choice of HOME.

Altogether the members of FLOTILLA 83 enjoyed bringing a bit of cheer to all the BOYS, and I know Santa had a ball.

Russell L. Higgins, PDCP
Div. VIII DPRO



Santa welcomed aboard Fourteen Foot Ledge Light Station, Delaware Bay.





WILLIAM J. COFFMAN

DIVISION X

PUBLICITY—HARD TO GET BUT CAN BE HAD

Flotilla 10-5 was chartered in 1963 with very little publicity since that time. Oh, yes, the usual ten line paragraph! In 1968 Charles "Chill" Frederick was appointed publications officer and things began to happen. "Chill," a builder by trade, was at this time constructing a home for John Paul Jones, publisher for a supplement magazine to the Pottstown Mercury, Pottstown on Parade. Usually published quarterly, additional issues are prepared when the occasion warrants.

"Chill," chairman for Safe Boating Week, approached Paul in June for a story on Safe Boating Week. A one-half page story with a picture was published in the Mercury. Through this, Paul Jones became interested in the U.S.C.G. Auxiliary and 10-5 was on the move. Examples of publicity over the past six months follow: August 8 "Vacation Issue," half page recap on safe boating week and announcing our BQ Class starting in September; November 15 Industrial Issue, five pictures and a story covering our BQ class, full page; December 23 Christmas Issue, one half page picture and story on BQ class. Through John Paul Jones (name association), the following appeared in The Herald Tribune International Column, Paris, France, December 15 issue: "The U.S. Coast Guard Auxiliary flotilla of Pottstown, Pa., presented its Safe Boating award last week to a local magazine publisher, John Paul Jones." In Jack O'Brian's "Voice of Broadway" column: "The Coast Guard gave a Safe sailing citation to publisher John Paul Jones. That's keeping up with the Admirals." Since this is a syndicated column, it has appeared in most newspapers.

At our December dinner meeting, M. Tubella, Director of Auxiliary, presented Mr. Jones with a non member award certificate. When I last spoke to Paul, the certificate was up town being framed.

We hope this will encourage other flotillas who have publicity problems. Don't give up the ship. Some day the right person will be approached and you will start having "smooth sailing" publicity-wise.

Sig/Who?

—LIGHTS: All navigation lights of all manufacturers do not necessarily meet the certification standards. A copy of the light manufacturer's statement of compliance with the standards is mandatory for boat manufacturers. The discrepancies being noted so far cover red and green side or combination lights and the 20-point forward white light. In addition, inspec-



FRANK W. PAGE

DIVISION I

SPECIAL — JUST IN

THIS REPORT RECEIVED VIA LAND WIRE FROM CAPT. MORRISON, WHO SOUNDED LIKE DEATH WARMED OVER, PLEADING ILLNESS. COULDN'T TURN HIM DOWN, WHEN IN THAT CONDITION... SO HERE WE WENT... MORRISON REPORTS DIVISION I DID A SUPERB JOB AT THE WINTER CONFERENCE IN ATTENDANCE AND IN MEMBERS WHO ATTENDED... REPORTS THAT FLOTILLA 17 HAS OVER 100 NEW PEOPLE PRESENTLY TAKING THE P.E. COURSE... BERNADINE M. MORRISON IS THE FIRST WOMAN FLOTILLA COMMANDER IN THE FIRST DIVISION... DOC SMITH, SIXTY YEARS OF AGE, HAS 13 YEARS CHALKED UP — AND ALL OF EM ACTIVE YEARS INCLUDING TOW SUCCESSFUL HITCHES AS FLOTILLA COMMANDER. IS PRESENTLY ACTIVE IN DIVISION AND FLOTILLA STAFF ACTIVITIES. DOC WAS AWARDED THE AUXILIARIST OF THE YEAR AWARD BY FLOTILLA II... OUT OF 700 REPORTED ASSISTS WITHIN THE DISTRICT, DIVISION I WAS CREDITED 255. TOP ASSISTS WAS ERNIE ROSE WHO CAME OUT ON TOP OF ALL WITH A TOTAL OF 37.



tors have noted that side lights are often being obscured by guard rail stanchions.

—FUEL TANK vent hose: Again, all the hoses of all manufacturers don't necessarily meet the BIA standard. The certificate of compliance is necessary in this case, too. The inspectors have discovered some cases where other hose (such as that for bilge pumps) was being used as a substitute by production line personnel, simply because it was the same size.

—VENTILATION ducting: Most manufacturers are using wire-reinforced white plastic hose which stretches when the temperature rises. To overcome this problem, the bottom end of the vent duct should be secured above the line of normal accumulation of bilge water.

2.9.1 PATROLS - A plaque or trophy awarded to the Flotilla who accumulates the greatest number of patrols based on the period 1 January to 31 December of the current year. Patrols are defined and must be reported as outlined in 1.5

2.9.2 ASSISTS - A plaque or trophy awarded to the Flotilla who performs the greatest number of assists based on the period 1 January to 31 December of the current year. Assists must be reported as outlined in 1.5.

2.10 POINTS FOR AWARDS - Points for awards for Flotillas and Divisions will be credited as follows:

- 2.10.1 For each NEW MEMBER enrolled during the calendar year, exclusive of transfers. 10
 - 2.10.2 For each qualified and active INSTRUCTOR as recorded in the Director's office. 10
 - 2.10.3 For each qualified and active COURTESY EXAMINER as recorded by the Director's Office. 10
 - 2.10.4 For each passing or failing COURTESY MOTOR-BOAT examination reported to the Director's office and tabulated by DSO-CE. 2
 - 2.10.5 For each BASIC SEAMANSHIP course recorded in the Director's office, including both the pre-course notice and the course data submitted upon completion. 100
 - 2.10.6 For each ADVANCE PEC course recorded in the Director's office, including both the pre-course notice and the course data submitted upon completion. 100
 - 2.10.7 For each SAFE BOATING PEC recorded in the Director's office, including both the pre-course notice and the course data submitted upon completion. 30
 - 2.10.8 For each OUTBOARD HANDLING COURSE (1-lesson PEC and/or HUNTER & FISHERMAN COURSE as recorded in the Director's office, including both the precourse notice and the course data submitted upon completion. 15
 - 2.10.9 For each BASIC SMALL BOAT STEAMSHIP certificate issued by the Flotilla and reported to the Director's office 2
 - 2.10.10 For each ASSIST reported to the Director's office on CG-3937 and as tabulated by DSO-OPS 10
 - 2.10.11 For each boat performing a REGATTA or SAR PATROL reported to the Director's office in accordance with CG-305 via monthly Flotilla activity report. 10
 - 2.10.12 For each SAFETY PATROL or SUPPORT MISSION reported to the Director's office and tabulated by DSO-OPS. 5
 - 2.10.13 For each SAFETY FILM shown to a group of non-members, exclusive of PECs, as reported to the Director's office via complete film report. 10
 - 2.10.14 For each member become an AUXOP during the year. 50
- 3.0 DIVISION AWARDS - The awards to Divisions are based on "Points for Awards" per 2.10 and will be made to a Division providing all of the Flotillas in the Division meet the criteria as stipulated in 2.0

- 3.1 JOHN R. MASSMAN MEMORIAL AWARD (GOLD) - The John R. Massman Memorial Award (Gold) will be awarded to the Division accumulating the greatest number of points as determined by the "Point" system (See 2.10). Computation will be based on the period 1 January to 31 December of the current year.
- 3.2 JOHN R. MASSMAN MEMORIAL AWARD (SILVER) - The John R. Massman Memorial Award (Silver) will be awarded to the Division accumulating the second highest number points (See 2.10), in the computation for the John R. Massman Memorial Award.
- 3.3 JOHN R. MASSMAN MEMORIAL AWARD (BRONZE) - The John R. Massman Memorial Award (Bronze) will be awarded to the division accumulating the third highest number of points (See 2.10) in the computation for the John R. Massman Memorial Award.
- 3.4 PUBLIC RELATIONS AWARD - A plaque or trophy awarded to the Division who does the most outstanding job on publicity throughout the current year, selection to be made by a disinterested outside agency selected by the Awards Committee, and based on a scrap book submitted to the Awards Committee no later than 1 December of the year for which the award is sought.
- 4.0 MEMBERSHIP ACTIVITY AWARD CERTIFICATES - Membership Activity Award Certificates will be presented to each member for accumulating points (for list of points see 4.1) for individual activities. To be eligible for this award the member must be (1) Basically qualified and (2) have attended at least 50% of the Flotilla meetings in the calendar year for which the award is given and (3) be in good standing and (4) his dues paid. Record of points are to be maintained by the Flotilla Commander and submitted by the Flotilla Commander, in writing to the Awards Committee Chairman no later than 15 December of the year for which the Award is to be given.
- 4.0.1 MEMBERSHIP ACTIVITY AWARD CERTIFICATE - GOLD SEAL will be awarded to the individual member who has accumulated 150 points or more based on the period 1 January to 31 December of the current year.
- 4.0.2 MEMBERSHIP ACTIVITY AWARD CERTIFICATE - SILVER SEAL will be awarded to the individual member who accumulates 75 to 149 points based on the period from 1 January to 31 December of the current year.
- 4.1 POINTS FOR MEMBERSHIP AWARD - Points that can be accumulated for individual activity award certificates are as follows:
 - 4.1.1 ADMINISTRATION
 - 4.1.1.1 Flotilla Meetings, each attended Points 5
 - 4.1.1.2 Division Meetings, each attended " 5
 - 4.1.1.3 District Meetings, each attended " 5
 - 4.1.2 CME
 - 4.1.2.1 Courtesy Examinations (Max. 20 points 1 each CME

4.1.3.1 Instructor, PEC or Membership, each session	10
4.1.3.2 Asst. Instructor, each session	5
4.1.3.3 Course Supervisor, each session	5
4.1.3.4 Class Assistant, each session	2
4.1.3.5 Preparation of training aids, each session	5
(NOTE - Each session is interpreted as instruction for one night.)	

4.1.4.1 Specialty Course, year passed	25
4.1.4.2 Courtesy Examiners, qualifying or requalifying	5
4.1.4.3 Instructor, qualifying or requalifying	5
4.1.4.4 Coast Guard Institute Correspondence Courses, year passed	10

4.1.5.1	SAR, under orders facility owner	10
4.1.5.2	Regatta Patrol, under orders, facility owner	10
4.1.5.3	Safety or Regatta Patrol or Support Missions reported to the Director via monthly Flotilla activity reports	5
4.1.5.4	Crew Member, any of above patrols	2
4.1.5.5	Assists reported on CG-3937	10
4.1.5.6	Participation in approved Marine Parades, facility owner, approved by auxiliary	5
4.1.5.7	Offer of Use, bona fide	2
4.1.5.8	Radio Station, Facility, participation in regular drills	5
4.1.5.9	Vessel Facility, radio equipped with CG call sign, participation in regular drill	5
4.1.5.10	Chart Correction Reported to Coast and Geodetic Survey	5

4.1.6.1 Manning exhibits, per day	5
4.1.6.2 Radio and Television appearances	5
4.1.6.3 Civic, Service Organizations, parades or other public functions, appearances	5
4.1.6.4 Articles or photographs submitted to Topsides, Navigator or Flotilla publications.	5

Winter Conference, attendance at	10
Summer Rendezvous, attendance at	5
Division Change of Watch, attendance at	5
Flotilla Change of Watch, attendance at	5

This list of awards and qualifications for awards will remain in effect until changed by a majority vote of the District Board.
DIRAUX MEMO 3-70

ber of the current year.

2.1.3 PAST COMMODORES PLAQUE (BRONZE) - Awarded to the Flotilla with the third highest number of points as determined by the Point System. Computation will be based on the period 1 January to 31 December of the current year.

2.2 DISTRICT BOARD PLAQUE - Awarded to the Flotilla amassing the highest point score per member in the competition for the Past Commodores Trophy. Membership figures will be taken from official roster effective 1 January of the year of the competition.

2.3 MEMBERSHIP AWARD
Awarded to the Flotilla showing the greatest growth or increased membership (exclusive of transfers). Computation will be based on the official roster of 1 January of the year of competition and official roster 1 January of following year.

2.4 **COURTESY MOTORBOAT EXAMINATION AWARD -**
A plaque or trophy to be awarded to the Flotilla receiving the largest number of examinations (Includes passing and failing examinations but not facility inspections) based upon the period 1 November of previous year to 31 October of current year.

2.5 **WILLIAM ROSS MacDONALD AWARD** - A plaque or trophy to be awarded to the Flotilla accumulating the greatest number of points in the competition for the Past Commodores Courses. Computation to be based on the period 1 January to 31 December of the current year.

2.6 **TRAINING DISPLAY AWARDS** - A permanent plaque or plaques to be awarded to the best training display or any appropriate display at the Annual District Conference, as judged by an impartial committee appointed by the District Commodore as follows:

2.6.1 - An award to the display that can be constructed with materials costing \$50.00 or less.

2.6.2 - An award to the display that can be constructed with materials costing over \$50.00.

2.7 NATIONAL SAFE BOATING AWARD - A permanent plaque or trophy awarded to the Flotilla presenting the most outstanding program during National Safe Boating Week, selection of the winning Flotilla to be made by the District NSBW Committee, based on the reports submitted to the Committee prior to 15 September of the current year.

2.8 PUBLIC RELATIONS AWARD - A plaque or trophy awarded to the Flotilla who does the most outstanding job on publicity throughout the current year, selection to be made by a disinterested outside agency selected by the Awards Committee, and based on a scrap book submitted to the Awards Committee no later than 1 December of the year for which the award is sought.

2.9 OPERATIONS AWARDS

1.6 COMMENDATION CERTIFICATE-To be awarded to each Division Captain who, in the opinion of the Commodore with whom he (she) served, has properly filled the office.

1.7 COMMENDATION CERTIFICATE-To be awarded to each District Staff Officer who, in the opinion of the Commodore with whom he (she) served, has properly filled the office.

1.8 SPECIAL COMMENDATION CERTIFICATE - To be awarded to any person or organization who has made a notable contribution to the auxiliary activities as recommended by the Awards Committee.

2.0 FLOTTILLA AWARDS Awards to Flottillas, based on "Points for Awards" per 2.10 will be made providing the Flottilla has met all of the following criteria.

2.0.1. DUES - Flottilla dues paid in full by the deadline date of 15 April of current year.

2.0.2 FACILITY INSPECTION - All facilities must be inspected by the deadline date of 1 July of current year.

2.0.3 ROSTER - An up-to-date roster must be submitted to the Director's office by 15 December of current year.

2.0.4 UNIT MEETING REPORTS Reports of all unit meetings must be submitted to the Directors office on CG-3615, to arrive no later than the fourth (4th) of the month following.

2.0.5 MONTHLY FLOTTILLA ACTIVITY REPORT - Monthly Flottilla Activity Reports must be submitted to the Directors office on the prescribed form, to arrive no later than the fourth (4th) of the month following.

2.1 PAST COMMODORES TROPHY - The Past Commodores Trophy will be awarded to the most active Flottilla as determined by the "Point" system (See 2.10) prescribed by the District Board. This is a perpetual trophy and remains in the custody of the winning Flottilla from the time of the award to the date of the next Annual District Conference. Computation will be based on the period 1 January to 31 December of the current year.

2.1.1 PAST COMMODORES PLAQUE - Awarded to the winner of the Past Commodores Trophy and to be retained in permanent possession of the winning Flottilla.

2.1.2 PAST COMMODORES PLAQUE (SILVER) - Awarded to the Flottilla with the second highest number of points as determined by the Point System. Computation will be based on the period 1 January to 31 December.

<div> <div>DEPARTMENT OF TRANSPORTATION U. S. COAST GUARD CG-2730 (Rev. 3-67)</div> <div>APPLICATION FOR ENROLLMENT - AUXILIARY</div> </div>									
SECTION I - PERSONAL DATA (To be filled in by applicant)									
NAME IN FULL (Print or type)		HOME TELEPHONE NO.		BUSINESS (Occupation)		BUSINESS TELEPHONE NO.			
RESIDENCE (Number, street and city)				BUSINESS ADDRESS (Number, street and city)					
DATE OF BIRTH		PLACE OF BIRTH		CITIZENSHIP (Check)		IF NATURALIZED, GIVE PLACE AND DATE			
				NATIVE					
				NATURALIZED					
HEIGHT		WEIGHT		COLOR OF HAIR		COLOR OF EYES		SEX	
EDUCATION COMPLETED (Check and complete)						FACILITY STATUS (Check and complete)			
HIGH SCHOOL		DEGREES HELD (Abbreviate)		INSTITUTION		BOAT		NONE	
COLLEGE						RADIO		PERCENTAGE OWNED	
POST GRADUATE						AIRCRAFT			
PREVIOUS ACTIVE MILITARY SERVICE (Branch and dates, from and to)				PRESENT MILITARY CONNECTION (Organization)					
YES		NO		PAST AUXILIARY MEMBERSHIP OR AFFILIATION (Check and complete)					
				I HAVE PREVIOUSLY APPLIED FOR OR HELD MEMBERSHIP IN THE AUXILIARY					
				STATE WHERE AND WHEN					
NAMES OF YACHT, MOTORBOAT, AERONAUTICAL OR RADIO ORGANIZATIONS TO WHICH YOU BELONG									
DESCRIBE BRIEFLY NAUTICAL, AERONAUTICAL OR RADIO EXPERIENCE (List certificates or licenses held)									

1.0 INDIVIDUAL MEMBER AWARDS

1.1 AMOS HOPE AWARD (OUTSTANDING ASSIST) A plaque or trophy properly engraved to be awarded to the auxiliary or auxiliaries performing the most outstanding assist as determined by the Awards Committee from records in the Directors Office. To be based on the period 1 January to 31 December of each year. This award is to be procured and paid for by Division VI on receipt of the winners name from the Awards Committee and will be presented to the Awards Committee in sufficient time for presentation at the Annual District Conference. This award will be known as the Amos Hope Award in his memory as a past Captain of Division VI.

1.2 THE PERSONAL SERVICE AWARD - A permanent plaque or trophy to be awarded to the auxiliary who renders outstanding service or performance, exclusive of his regular duties. To be based upon nominations from the Divisions and/or Director and based upon the period 1 January to 31 December of the current year.

1.3 COURTESY EXAMINER AWARDS - A permanent plaque or trophy to be awarded to the Courtesy Examiner who performs and reports 100 or more Courtesy Motorboat Examinations. (Includes passing and failing examinations but not facility examinations). Computation will be based on the period 1 November of previous year to 31 October of current year.

1.4 COURTESY EXAMINER CERTIFICATES -

1.4.1 GOLD SEAL - To be awarded to the Courtesy Examiner who performs and reports 50 to 99 Courtesy Motorboat Examinations (Includes passing and failing examinations but not facility inspections). Computation will be based on the period 1 November of previous year to 31 October of the current year.

1.4.2 SILVER SEAL - To be awarded to the Courtesy Examiner who performs and reports 25 to 49 Courtesy Motorboat Examinations (Includes passing and failing examinations but not facility examinations). Computation will be based on the period 1 November of previous year to 31 October of the current year.

1.5 OPERATIONS AWARDS - A permanent plaque or trophy to be awarded to the auxiliary who accumulates 100 or more points. Points to be cumulative as follows:

	Points
Assists	5
SAR Patrol	3
Regatta Patrol	3
Safety Patrol	2
Support Mission	2

YES	NO	DECLARATION (Check appropriate box and/or complete. Do NOT leave blank)	
		ARE YOU NOW OR HAVE YOU EVER BEEN A MEMBER OF THE COMMUNIST PARTY, ITS SUBDIVISIONS, SUBSIDIARIES OR AFFILIATES, OR OF OF ANY ORGANIZATION THAT ADVOCATES THE OVERTHROW OF THE GOVERNMENT OF THE UNITED STATES BY FORCE OR VIOLENCE?	
IF ANSWER TO ABOVE DECLARATION IS 'YES,' GIVE DETAILS HERE			
PLEDGE (Read pledge and check all statements carefully before dating and signing this application)			
I PLEDGE MYSELF TO SUPPORT THE UNITED STATES COAST GUARD AUXILIARY AND ITS PURPOSES, AND TO ABIDE BY ITS MANUAL (CG-305).			
I CERTIFY THAT THE FOREGOING STATEMENTS ARE TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT IT HAS BEEN EXPLAINED TO ME THAT I HAVE ONE YEAR FROM THE DATE OF ACCEPTANCE OF THIS APPLICATION TO SATISFACTORILY COMPLETE THE STANDARD QUALIFICATION EXAMINATION IN ORDER TO BECOME A REGULAR MEMBER			
DATE		SIGNATURE OF APPLICANT	
SECTION II - FLOTILLA RECOMMENDATION (To be completed by Flotilla Officer)			
APPLICANT FOR MEMBERSHIP IS (Check appropriate box)		FLOTILLA NO.	DIVISION NO.
ACCEPTABLE			
NOT ACCEPTABLE (Give reason in Remarks, below)			
REMARKS			
ATTACHMENTS (Check and/or complete)			
CG-3593		CG-2736A	OTHER (If no attachments, so state)
CG-2736		CG-2736B	
DATE FORWARDED TO DIRECTOR		SIGNATURE OF CHAIRMAN, MEMBERSHIP COMMITTEE	
		SIGNATURE OF FLOTILLA COMMANDER	

PREVIOUS EDITION MAY BE USED

TESTIMONIAL FOR
JOHANSEN AND MC COY

ALMOST FIFTY AUXILIARIST'S BRAVED ICY, HAZARDOUS ROADS on January 1970 to attend a Testimonial Dinner for immediate past District Commodore John E. Johansen and Assistant Director Lt. J.G. Allen H. McCoy at "The Pub" Restaurant, in Pennsauken, New Jersey.

COMMODORE JOHANSEN has been an Auxiliarist since 1943 and has probably served more time in district flag grade than anyone in the country. He has served four years as Rear Commodore, four years as Vice Commodore and two years as District Commodore. As the immediate past District Commodore his duties will continue, he is responsible for Divisions II and VI.

The Testimonial Dinner was also a BON-VOYAGE PARTY FOR LT. J.G. ALLEN MC COY, who left for Boston to be separated from the service on 26 Jan. 1970. For a young man, Lt. McCoy has an extensive nautical background, he started as a deck hand aboard a Barkentine Square Rigger. Lt McCoy as a deckhand on a 85 foot power boat out of Honolulu, as a crew member of a 63 foot Schooner out of Mystic Seaport, and served aboard a research vessel for the Woods Hole Oceanographic Institute. He also captained a 47 foot Huckins yacht out of New York.

IMMEDIATELY AFTER SEPARATION FROM THE SERVICE' MC COY WAS PLANNING ON TAKING A SKIING VACATION IN EUROPE. (HA!) His eventual plan is to join a travel agency, specializing in group travel arrangements.

Commodore Harold Haney presented John Johansen with a clock radio and Lt. McCoy with a pair of binoculars. The Pub Restaurant served a delicious meal in a medieval setting. Retired Captain of the Port, G. L. Oakley, along with the present Commanding Officer of Gloucester Base, Capt. H. A. Campbell U.S.C.G. joined everyone in wishing both men continued success.

*GALLEY GOSSIP !!

SPRING

By the time this issue reaches your mailbox spring will be with us and the start of the boating season so here is some of my poetry that's timely.

The purest joys that boating brings are found in just the little things. Sanding, scraping, and swearing while the sun beats down and keeps a wearin' Or the boats takin' water and got to be bailed all because some little gadget failed. Or a fouled up engine the Captain's a cussin' the kids and guest all a fussin'

Or the winds a howlin' and the waters rough so without a ride gather up your stuff, These joys dear friend you can know When in sprintime to your boat you go.

DCO STEW

I got ethics and a profession I guess. Perhaps professional ethics should not include my spying on the District Commodore Haney's dinner table. However, my informant tells me that his favorite meal on the boat is beef stew.

You can call me noseey for checking and digging out this information, but I want MY skipper to eat as well as the big shots do. My info does not include the details on how Thelma Haney prepares HIS beef stew, in HER galley but here is how it could be dressed up:

Add a can of Golden Mushroom soup to the can of beef stew.

Or make onion gravy from a pack of Onion soup mix and add the can of beef stew to the gravy and simmer 10 minutes.

Or saute one-half cup of onions in butter until tender, add one-quarter cup of pickle relish and a can of beef stew.

Happy stewing, Thelma.

QUIZ

One of the smoothest Auxiliary instructors I've ever seen up front in action is NORRIS H. WHISLER the Membership Training Officer for Division V. His specialty in the BQ Course is plotting. Every now and then he comes up with something to make your head hurt and here is his latest:

A man rows upstream for one hour, then jumps overboard and swims back down stream to his starting point allowing his boat, meanwhile, to drift back. He can row twice as fast as he can swim. How much time could he have saved by rowing back instead of swimming?

I don't know why "Whis" would come up with a quiz concerning a row boat when he runs around in a BIG cruiser. Oh yes, he has a dingy behind! The answer is 42 minutes, eh?

CAKLE BERRIES

It never occurred to me till recently that people other than we Lancaster County Pennsylvania Dutchmen are not familiar with red beet eggs. A familiar snack in our area called cackle berries and are always on the back bar of the local bistros and other dispensaries of attitude adjustment.

If you have hard boiled eggs left over from Easter try this:

1-16 oz. can red beets, cup of sugar, one-half cup vinegar, 6 to 9 hard boiled eggs.

Mix vinegar and sugar in saucepan. Drain juice from red beets and add to vinegar sugar mixture and heat

to boiling stirring so sugar dissolves. Peel eggs and put in bowl with red beets. Pour liquid mixture over eggs and red beets—let stand 2 or 3 hours before serving.

To color eggs an old-fashioned way. Use the outside brown peel from onions. Place eggs in bottom of sauce pan. Put onion peels over the eggs with enough water to cover. Bring to a boil and cook 12 to 15 minutes. Remove from heat and let eggs cool in the onion skin and water.

TIP: if UNCOLORED, hard boiled eggs get mixed up with the fresh eggs, here is an old trick to determine the fresh from the cooked. Spin a hard boiled egg and it will twirl on its end like a top, but a fresh egg will not.

DISCOUNT

If GALLUP can do it so can I. My polling has been to find out HOW MANY MEMBERS OF THE AUXILIARY ARE AWARE OF THE FACT THAT THEY CAN GET A DISCOUNT ON THEIR MARINE INSURANCE PREMIUM.

I asked ten members at the Winter Conference shindig and since eight were not in the know I sharpened up my pencil and figure THAT 80% OF OUR MEMBERS ARE PAYING TOO MUCH FOR INSURANCE ON THEIR PRIDE AND JOY.

So here's the punch line—Check with your insurance agent or broker and clue him in on the fact that you are a member of the U. S. Coast Guard Auxiliary. Personally, we get 5%, but we have heard of discounts up to 15%. Give your Legal Tender loving care... it's the amount on your check that counts. This Insurance discount bit could be used as a selling point in our spiel for new members.

HOBBY

Have you ever been driving down the road and seen a dead tree hanging full of odd shape glass jars or bottles? Perhaps the bottles or jars were lined up on a fence or window sill. No doubt you thought the person living there had flipped his lid.

Well, in case you don't know these bottles were being SUNTINTED into shades of lavender, purple, amber, etc. If you have some attractively shaped glass bottles start this fun hobby by setting them in the sun and watch them color.

The older bottles color more quickly than the new ones because they have more magnesium within their composition and this is a long process. Once colored you can use them for flowers, ivy or as decoration. It's an interesting hobby that will not rob you of your boating time.

SORE FOOT

The Membership Growth & Retention Officer for Flotilla 52, TONY BLACK, is always good for a story with a chuckle; and here is one that can be told at the dinner table: A lady with a sore foot was vacationing

at the seashore for the first time in her life. She was advised that while at the seashore it would be a good time to soak the sore foot in a bucket of seawater. So down to the beach she went with her little bucket and after consulting the lifeguard about the price of the water he filled it for her without charge. She was happy with the situation, tipped the lifeguard a quarter, and in the ensuing days repeated giving a tip each time the lifeguard filled her bucket. Finally one day she went down to the beach and was astonished to notice how much the water's edge had receded, it then being low tide. "By golly," she said to the lifeguard, "you sure have been doing a lot of business since I was here last!"

(ED'S NOTE: Gad dang it, Mom, that's one that rates you a hooper dooley pint, or is it point).

INVOCATION

The word should be spread that there is a certain Division Vice Captain who is about to retire and is gathering information for a book he intends to write on "Odd-Balls I Have Known."

Since I would rather not be known as an odd-ball, I'd like to say something nice about "HUNGRY, DUTCH ELWOOD MANAHAN."

Did you notice that fast foot-work? Many times he gives the Invocation and here is one of his that you might like.

Almighty God, Grand Navigator of the Universe, and Creator of all things that are fine and good, we would ask thy blessing as we meet together once more to conduct the affairs of the United States Coast Guard Auxiliary.

We give thee thanks for the many blessings bestowed upon us in the past, and as thou has seen fit to grant safe passage to each of the members here tonight, we would ask thy continued guidance as they leave this meeting and depart to homes afar.

Be with all members of our organization, and so guide them and direct them in their daily lives that they might continually project a better image of the Auxiliary, of the United States, and of all mankind. In the name of Thy Son, we pray. Amen.

THE REAL MCCOY

I must tell one on our popular and erstwhile Past Acting Asst. Director, Allen H. McCoy. He: though a nautical dish was a mermaid!

(ED'S NOTE: He would, he is skiing at the moment.)

Love Boating
Esther M. Snyder
128 Manor Ave.,
Millersville, Pa. 17531

Continued from page 6

4. DISCUSSION.

a. When a facility suffers damage to its hull, machinery, or equipment, the circumstances surrounding this loss must be documented. A Coast Guard investigation will be convened to inquire into the situation under normal conditions. This Board may be waived when ALL the following circumstances exist:

- (1) The damage is such as would normally be expected for the operation;
- (2) Expense is less than \$500.00;
- (3) Coast Guard responsibility is clear and there is no third party involvement;
- (4) There is no evidence of negligence on the part of the Auxiliary owner or operator.

5. ACTION

a. When making a claim, the Auxiliarist must execute and attach the following certification:

"The damages or loss for which reimbursement is claimed was occasioned by reason of the use of the (name and number of facility and such other identification found necessary), U. S. Coast Guard Auxiliary, during period _____ to _____ by the U.S. Coast Guard. Fair market value of the facility or equipment is \$ _____, as indicated on Form CG-2746."

(Signature of owner)

(date)

b. A determination must be made in each case that the owner/operator had received official orders issued by competent authority; had executed an "offer of use," Form CG-2746, and same was on file with the director of Auxiliary; the facility had been currently inspected, and had been operated within the scope of official orders.

c. In support of a claim for facility damage which has been, or can be economically repaired, the claimant should submit at least two itemized signed statements, or estimates by reliable disinterested concerns. If payment has already been made, itemized signed receipts should be submitted evidencing payment.

d. The District Commander may approve claims not in excess of \$2500.00.

e. All claims in excess of \$2500.00 must be referred to Commandant (L) with supporting documents.

f. All cases in which the District Commander determines that negligence is involved on the part of the Auxiliary owner or operator are to be forwarded to the Commandant (L) for approval.

W. J. Smith
Commandant
U. S. Coast Guard

FACILITY AND OPERATIONAL FACILITY

EQUIPMENT REQUIREMENTS

We would like to outline the equipment requirements for both the operational and standard facilities for our District as noted in Section VI of the Auxiliary Vessel Inspection Report, CG-2736.

Amendment No. 1 of CG-305 introduced, among other things, the term "Auxiliary Operational Facility". The Operational Facility is a vessel facility which the owner has offered for the use of the Coast Guard and one which possesses and maintains in good operational condition, additional items of equipment as established by the District Commander. Operational Facilities will be awarded the regular Facility Decal CG-2909B, and will have the authority to fly the coveted Auxiliary Operational Unit Pennant. Those facilities which qualify will be considered part of the Auxiliary's "ELITE FLEET". Only operational facilities will be issued official patrol orders.

All Auxiliary facilities must meet the requirements set forth in Sections IV and V of the Auxiliary Vessel Facility Inspection Report, CG-2736. DIRAUX MEMO No. 7-70 lists the required items according to the type of facility and class of vessel.

The examination of a facility if to be carried out in accordance with the procedures outlined in CG-289 and according to the equipment standards set forth in DIRAUX MEMO No. 7-70. For a facility Decal (CG-2909A) to be issued, the facility inspection report (CG-2736) must be signed by the owner and the examiner and must be endorsed by the Flotilla Commander. In addition a current Characteristics Report (CG-2746) must be on file in the Director's Office.

ELITE FLEET

As previously mentioned the ELITE FLEET of the Auxiliary will be Operational Facility. This Facility examination is to be performed in the same manner as that of a standard facility. The additional Operational equipment required is as follows:

1. Radio-telephone with NS Call Sign. (This requirement may be waived by the Director on certain class A and class 1 - open construction- boats which operate solely on confined inland waters.)
2. Towing bridle and line of size commensurate with intended operations.
3. , Hand lead line or fathometer.
4. Fenders of suitable size and of number equal to one fender per 10 feet of boat.
5. Ring Buoy - Minimum size 18 inches fitted with 50 feet of ¼ inch polypropylene line.
6. Searchlight - Fixed or portable with ½ mile range.
7. National Ensign.
8. Auxiliary Ensign.
9. Aircraft Identification (Triangular International orange panel which can be purchased from DSO-MAT.)

The district deadline for facility inspection (standard and operational is 1 July of the current year.

Failure to have a facility inspected prior to this date will result in the member's record being changed to indicate that he is a non-facility owning member. If for any reason the member is unable to obtain an annual facility inspection, he should request a waiver of this requirement prior to the district deadline date from the Director via his Flotilla Commander. Acceptable reasons for waiver of facility inspection or examination are contained in Chapter I, Part 11 of CG-305.

CHART CORRECTION PROGRAM SEMINAR

A seminar on our Chart Correction Program will be held at the USCG Base, Gloucester City, N.J. on Thursday 7 May 1970 at 2000. Charles D. Alden, Special Projects Officer, in charge of this program will acquaint our members with the purpose, goals and how to accomplish them.

Flotilla and Division Membership Training and Operations Officers are invited. This is a new program for us so give it your support. We would like to have a record number of changes we can forward to USC & GS.

SAFETY LIMERICK.

From the brain, if any, of PDCO Roland Birnn, 7th District, who suggests it might be reproduced on a card and handed, without comment, to operators of boats with passengers on an unguarded bow deck.

THERE WAS A YOUNG FELLA NAMED BECK
WHO RODE ON AN OUTBOARD'S DECK
TILL ONE DAY HE SLIPPED
AND THE PROPELLER CLIPPED
THE SPINE FROM THE BACK OF HIS NECK.

A CME OF NOAH'S ARK

Once upon a time a Coast Guard Auxiliarist dreamed he was over in Egypt gunk-holing around on the Euphrates and Tigris rivers. He was obviously a Courtesy Motorboat Examiner as he was dressed in working khaki, wearing soft-soled shoes, and carried a clipboard stuffed with CG-2901, CG-2746, CG-3594, and his Bible the CE handbook.

Since he had only the few decals that came with his kit and knew from past experience that more decals would be hard to come by, he decided he would limit his examinations to unusual home-made boats, to

whose owners he might pass along some of his safe boating knowledge.

Now Noah, who was over 600 years old, had just returned from a cruise of 150 days, was beat and had just about had it, so he retired to his tent, took off his clothes, and like most skippers after a trying trip, took a few fast belts from the bottle. There is little wonder that he was pooped, and he never figured he would live for another 350 years.

Our examiner was delighted when he came around the bend, as low and behold here was a vessel he would like to check. It can be noted that the CE's boat was too small for future retirement years and he was interested in seeing larger vessels and to find out how the other fellow does it. Cubits-wide. Our examiner wrangled an invitation to go aboard with such complimentary remarks as "She is a fine looking boat", "That gopher wood really holds up", and "You must have worked hard smearing the inside and out with pitch".

Being a competent examiner and having attended the latest seminar, he knew the first thing to do was to take a look at the papers for the craft. But this examination was taking place B.C. and what better

authority could there be than the "ok" of the Lord.

It was easy to determine that Noah was not a member of the Auxiliary so this would be a Courtesy Motorboat Examination rather than an inspection of a facility; and since this big boat had not been inspected by the Coast Guard for legal requirements, the CE would have to check her for both the legal and auxiliary requirements.

Our CE knew he should only examine privately owned pleasure boats of 65 feet or less. He assumed Noah's Ark was privately owned and was used for pleasure but he forgot that her length of 300 cubits, by Egyptian computation, was over 500 feet!

Since the ark was not equipped with a Detroit-designed air polluter, there was no backfire flame control to check. Ventilation was a problem to ponder; a stinking situation since there was only one window and one door. From appearance she could not qualify as an open boat, but then there were no fuel tank compartments. Legally she was built before April 25, 1940, but would she conform to the standards of CG-395?

Consulting his Examiners Handbook, our boy discovered there is no mention of bells for craft over 65 feet; only to boats of Class 2 and Class 3. He did conclude that since there were seven people aboard and apparently no bunks, that there should be an approved lifesaving device for each person; but then are these life saving devices, whistle, and bell really necessary when you have religion and the man "upstairs" is keeping watch?

Fire extinguishers had not been invented; besides Noah must have had at least one two-way cedar bucket aboard, and how could a water-soaked boat that just came through 40 days and 40 nights of rain

catch fire?

With day and night cruising, Noah should have navigation lights to meet the legal and auxiliary requirements, however, it is obvious he could have cared less. Our CE decided to take this problem up later with CE Officers, through parallel staffing, naturally.

Noah had no need for an anchor, and our examiner could lose sleep trying to come up with the proper recommendation. He knew there must be at least one anchor and line of suitable size for the area in which the boat operates; and in this case, the craft was used in water that covered the mountain tops by 22 feet!

Why should there be distress flares on this boat? Who would be looking? The Coast Guard hadn't been invented yet, and besides, there was always the pair of doves to send out.

The general condition of the Ark must have been a mess considering all those animals, however, structurally she had to be in pretty good condition, concluded our examiner, as he knew she was designed by the Lord and built by a man with over 500 years experience.

Needless to say, our CE withheld the Courtesy decal and gave Noah a completed form CG-2901.

To any CE who can mail me 12 reasons why the decal was withheld, I'll send a letter recommending him as a qualified examiner of Arks.

Earl C. Snyder,
128 Manor Avenue,
Millersville, Pennsylvania 17551

QUESTION: *I have heard that American eels have 107 ribs and European eels have 114 ribs, but that both spawn in roughly the same area of the Sargasso Sea. Is this true? Where can I find out more about these eels?*

ANSWER: The American eel and the European eel both belong to the family Anguillidae, a small group of fewer than a dozen species that spend their adult lives in fresh waters and return to the sea to spawn and die. Most of the species occur in the area from Japan to Indonesia and all are of economic importance. The spawning grounds of these eels are in deep waters close to the islands that the adults inhabit. The European eel, however, crosses the Atlantic to spawn in a rather well-defined area in the Sargasso Sea. The American eel's spawning grounds are not nearly so well known, and it is by no means definite that they spawn in the same area as the European eel. It is likely that their spawning grounds are much farther south. More information about eels may be found in the book *The Eels*, by Leon Bertin, a French ichthyologist who specialized in the study of these fish. This book is a translation of an earlier French edition and should be available in the larger book stores and libraries.

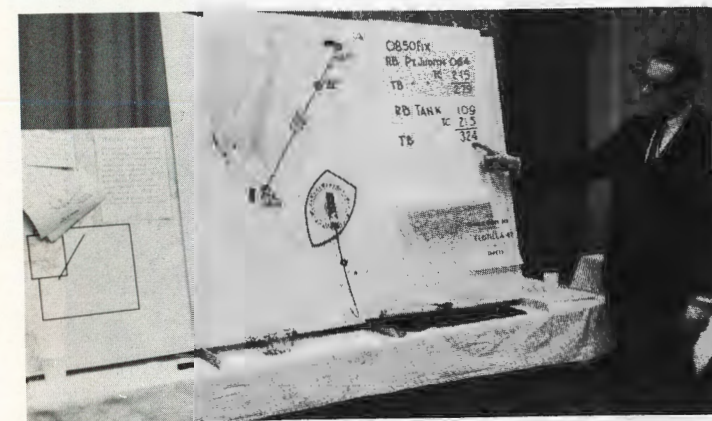
WINTER CONFERENCE 1970

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RADM J. J. MC CLELLAND, U.S.C.G. — CHIEF, OFFICE OF BOATING SAFETY PRESENTING "THE PAST COMMANDORES TROPHY" TO VCP-I EDWARD J. SXUMOWSKI WHO REPRESENTED HIS WINNING HOME FLOTILLA 15 WHILE DISTRICT COMMANDORE HAROLD B. HANEY LOOKS ON.



FLOTILLA 42 P.E. TRAINING AID



SARAH KNIGHT FSO/MT PRESENTS 46's DISPLAY TO THE JUDGE'S.



CAROL KOLB & FC ELLIE SOWDEN (45) CHIT-CHAT.



FC 55, CHAS STETLER'S, MARLIN SPIKE DISPLAY



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WINNER OF "OVER \$50.00 P.E. TRAINING AID"



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MISS CORAL MORRIS SPEAKS AT LADIES PROGRAM.



"ISOMETRICS" IS THE THEME (HA!)



"OPERATIONS" BY ENSIGN JAMES GERBER (NORTHERN AREA)



AFTER DINNER SPEECH'S COMMENCE FIRING



CAPT. B.R. HENRY, USCG, PRESENTS AWARD TO DCP VII TOM SCOTT



FLAGG OFFICERS, HENNINGER, KRAGER, BAUMEISTER, AND HANEY BEING SWORN IN BY RADM MC CLELLAND.



FINALLY, THE DANCE BEGINS !



BIG JOHN RECIEVES "SEPERATION PAPERS" FROM RADM MC CLELLAND



"FAREWELL TO ARMS" BY COMMODORE JOHANSEN



NANCY HOPKINS & HUBBY SHAKE IT UP LIVELY !

RECREATIONAL BOATMEN ARE BECOMING ONE OF AMERICA'S FASTEST-GROWING MINORITY GROUPS, according to two national trade associations.

In their annual statistical report—Boating, 1969—the Boating Industry Association and the National Association of Engine and Boat Manufacturers estimated that 43,230,000 persons went boating more than once or twice during the year, a gain of more than a million over 1968.

Retail spending on boating soared to \$3,292,000,000, a gain of \$140 million over the previous year. The figure includes spending for new and used boats and accessories, fuel, insurance, maintenance, repairs, docking and registration fees and storage.

The BIA-NAEBM report said the nation's 8,646,000-boat recreational fleet breaks down as follows:

- 615,000 inboard boats, including auxiliary-powered sailboats.

- 5,101,000 outboard boats.

- 598,000 sailboats without inboard power.

- 2,332,000 rowboats, dinghies, canoes and other miscellaneous craft.

A substantial portion of the fleet is land-based, BIA and NAEBM noted. They estimate there are now 3,600,000 boat trailers in use, both factory-produced and homemade.

The size of the average outboard boat, its motor and its price cre appreciably in 1969. Average length of outboard craft sold during the year was 15.9 feet, versus 15.4 feet in 1968. Average horsepower of motors sold reached an all-time high of 31.5, compared with 30.1 in 1968.

The leading metropolitan markets for outboard motors remained unchanged from the previous year. New York City remained on top, followed by Minneapolis-St. Paul, Chicago, Detroit and Milwaukee. Houston moved into fifth-place with Milwaukee.

White collar workers accounted for a larger share of the outboard motor market, the report said. Professional people, managers, proprietors and clerical and sales workers accounted for 45.5 per cent of sales to employed buyers, up from 41.4 per cent a year ago. Sales to skilled and semi-skilled workers slipped from 47.4 per cent in 1968 to 42.1 per cent in 1969.

Marianne Napier, BIA market research manager, said 1969 marked a year of growth "across the board." "Houseboats were a stand-out during the year—with a volume gain of some 50 per cent—but virtually all other products showed strong, steady gains, not spectacular, but healthy. Tight money may affect the industry in the year ahead, but we expect any such set-back to be temporary. The long-term outlook for boating is for continued growth, aided considerably by such factors as new reservoirs, reclamation of polluted waterways and the continued desire to escape an increasingly congested urban society," Mrs. Napier said.

Credit: "Boating Industry Association"

—DECK FILLS: In some instances, the deck fills are being located too close to clamshell ventilators. If space is available, these fills should be located at least 15 inches from vent openings. If space is not available, manufacutrers are advised to check with BIA's Engineering Department on options.

"Participating manufacturers could eliminated many of these problems by keeping their quality control personnel better informed. Unless they are well versed in all requirements of the Certification Program, slip-ups can occur," Reed commented.

Outboard Boating Club of America

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