



TOPSIDE

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No. 2



U. S. COAST GUARD AUXILIARY — THIRD DISTRICT (SA) — DIRECTORY 1971

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ON THE COVER

Scenes of destruction caused by Hurricane Agnes this past June were common in several areas encompassed in the 3rd District, Southern Area. Working shoulder to shoulder with the Coast Guard and Auxiliary during rescue missions were civilian rescue units such as the one photographed combating the rampant waters of the Susquehanna River in Harrisburg, Pennsylvania.

This publication is produced and printed at no cost to the U.S. Coast Guard or to the U.S. Government, all costs being borne by the U.S. Coast Guard Auxiliary, Third Coast Guard Auxiliary District, Southern Area.

EDITOR OSCAR GUENTHOER
DSO-PUBS
ASS'T EDITOR WAYNE HAMBLETON
ASST. DSO-PUBS



District Commodore

Victor F. Baumeister

I am sure most of us in the Third District Southern Area are well aware of the immediate goals set for us by the various District, Division and Flotilla officers. What I would like to discuss briefly is LONG RANGE GOALS.

The elected officers have a copy of the 1972 National Program of the U.S. Coast Guard Auxiliary. Hopefully they have passed on to you the overall concept of the published National goals for the future. My purpose for mentioning these LONG RANGE GOALS is two-fold:

- (1) Acquaint those members who have not heard and
- (2) to refresh the memories of some who have received the work, but who, like myself need a refresher.

Therefore, I "quote" directly from the 1972 National Program, as follows:

LONG RANGE GOALS

Public Education - One million enrollees per year by 1977.

Courtesy Motorboat Examinations - One million examinations per year by 1975.

Operations - All facilities operational; double our Safety Patrols by 1975; 75% of our members qualified as Instructors and Courtesy Examiners.

Membership Growth and Retention - An active membership of 50,000 by 1974 and 100,000 by 1977.

Membership Training - Twenty-five percent of our members wearing the coveted AUXOP pin and another 25% enrolled in Specialty Courses by 1975.

Women's Activities - Double the present membership and total involvement by 1977.

Project AIM - Five hundred recruits each year by way of our AIM and Satellite programs with 15% of each Academy class being one of "our boys" by 1977.

Publications - A newsletter, bulletin or other publication in the hands of every Auxiliarist at least once a month by 1975.

Public Relations - Make the United States Coast Guard Auxiliary a household name - known, recognized and respected by one hundred million people by 1975.

"UNQUOTE" - Sounds like a tall order. It is! The real fact is however - We are needed! Our work is cut out for us. Even meeting the above goals will not satisfy the overall needs of the Boating Public.

One thing is for sure - We can meet these LONG RANGE GOALS. Let's fix our attention in the right direction. Remember - We're Coast Guard Auxiliarists!

Director of Auxiliary

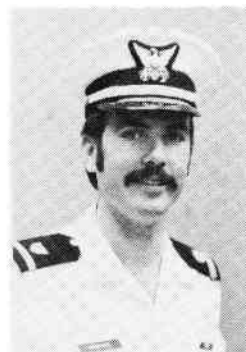
LCDR H. G. Pinter



At the National Spring Conference, it was voted to place a two-year moratorium, effective 1 July 1972, on disenrollments for inactivity. A review of our records indicate disenrollments in the Third Southern are usually for nonpayment of dues or at the member's request. It would appear there is no problem, but let's take a second look. Most of these members that we lose really are silent drop outs for inactivity and thus we have a problem.

On 30 June 1971 we had 2712 members, by 31 December 1971 we had 2761 members and on 30 June 1972 we have 3028 members. This is an increase of 11.6% in the last 12 months, a constant growth but where are those members who lost interest and departed? We have disenrolled 296 members in the past 12 months.

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Asst. Director of Auxiliary

ENS. A. B. Kegerise

NAME: Alan Barton Kegerise

BORN: 5 June 1949 at Reading, Pennsylvania

EDUCATION: Graduated from Governors Mifflin Senior High School, Shillington, Pennsylvania in 1967. Graduated from Susquehanna University, Selinsgrove, Pennsylvania in 1971, with degrees in Political Science and Communications. Graduated from U.S. Coast Guard Officer Candidate School, Class 2-72, Yorktown, Virginia on 9 June 1972 with the rank of Ensign, U.S. Coast Guard Reserve.

PRESENT RANK: Ensign, U.S. Coast Guard Reserve

FIRST DUTY ASSIGNMENT: Assistant Director of Auxiliary, Third Coast Guard District (Southern Area)

FIRST IMPRESSIONS: I reported aboard IMPULSE II at 1030, 9 July 1972. The schedule of the day was to conduct an Auxiliary Safety Patrol of the Delaware Bay in the Pea Patch Island vicinity. Before I even got a chance to properly

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NARCO Haney On Slate For NACO

The elections for the National Officers who will serve during 1973-74 will take place the latter part of September at the National Conference to be held in St. Petersburg, Fla.

The following nominees were placed on the slate by the National Nominating Committee: —

NACO — **NARCO Harold B. Haney**
NAVCO — **DCO-12 Anderson Cordill**
NARCO — **IPDCO-8 Kevin Mitchell**

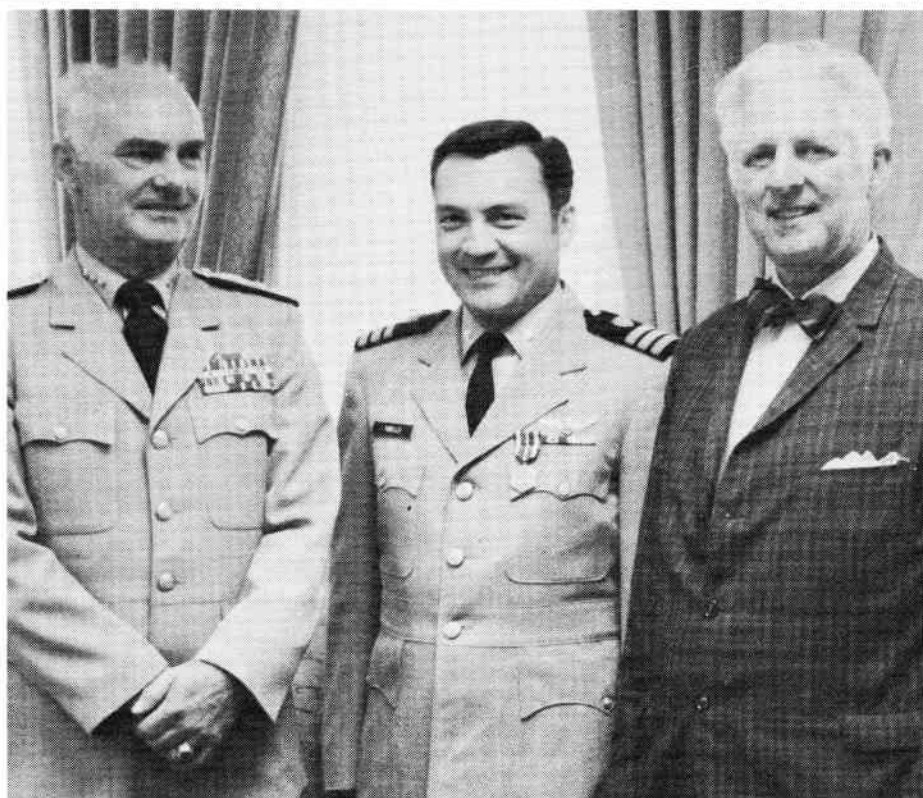
This election will be of great interest to the members of the Third (SA) being as one of their own, Harold Haney, is running for the top billet. Haney, who was elected NARCO a little over a year ago has more than made great strides in the advancement of the Auxiliary's educational program during his tenure of office.

With strong support, it is felt that NARCO Haney will advance to the higher office and provide this organization with the leadership that he is so capable of giving.



PFC Don Grabert offers congratulations to Prof. Toru Tanaka, star of TV and professional wrestling, after his boat qualified for the USCGAUX CME decal following an inspection made by PFC Grabert this past summer.

Photo by Grabert



CDR "Manny" Tubella was presented the Coast Guard Commendation Medal on 22 June 1972, in Washington, D. C., for "meritorious service resulting in unusual and outstanding achievement" during his tour of duty as Director of Auxiliary, Third District (SA). The presentation was made to CDR Tubella by VADM Thomas R. Sargent, 3rd, (I.) and on board to witness the ceremonies was NARCO Harold B. Haney (r.).

Photo Courtesy of U.S. Coast Guard

Lenore Roush Succeeds Nancy Hopkins As DWAC

By Robert F. Lyter, SO-PUB/PR, Div. V

Based on the outstanding recommendations of IPDWAC Nancy Hopkins, DCO Victor Baumeister appointed Lenore Roush to fill the vacancy created after Nancy resigned as District Womens Advisory Chairman in order to devote more time to family life.

The new DWAC has been an active member of the Auxiliary for the past nine years, six of which she served as Secretary for Flot. 58. In the remaining three years Lenore was appointed FloWAC, Flot. 58, (one year) and DivWAC, Div. V (two years) respectively.

Her line of successful accomplishments include acting as chairman of Division V's annual Change-of-Watch dinners and arranging for an appearance of FloWACS from Division V on the local TV station to model the USCGAUX women's uniforms. Her visitations to the various Flotillas in her Division while serving as DivWAC was 100%. Her FloWACS have fully cooperated in submitting their monthly reports and among the ladies, the membership has increased, plus more

officers, instructors and courtesy examiners.

Judging from her previous record as a DivWAC and her love for travelling, it is rest assured that Lenore is more than capable of handling the duties and responsibilities of her new office.

E.W.Lodge Honored By Flot.81

By Russell Higgins, PDCP VIII

For his faithful services in compensating compasses aboard the boats of the members of Flot. 81, Edwin W. Lodge, age 90, was presented an award as a token of appreciation by FC Harry Cummings. Mr. Lodge has adjusted compasses for East Coast Merchant vessels sailing from ports on the Delaware and Hudson Rivers and the Chesapeake Bay for the past 50 years.

The highlight of his career was when he was assigned to adjust the compasses aboard the nuclear merchant ship "Savannah" during her maiden voyage.

Safe Boating Queen Continues Flood Aid After Rescue

Reprinted from the Pottstown Mercury

Marty Gerhart, one of eight persons rescued from the swift current of the flooding Schuylkill River near the Hanover Street Philadelphia Electric Co. substation Thursday, continued to help victims of the flood over the weekend, but chose a safer job.

Miss Gerhart gave up rescue operations when her father's boat was capsized during the attempted rescue of two electric company employees trapped by the rising waters.

After the aborted rescue attempt and spending nearly an hour in the water clinging to a tree, Miss Gerhart and seven others were rescued and treated for exposure at Medical Center North.

"I wanted to help other victims of the flood, but without the boat there wasn't much I could do in the flood area," she said.

Miss Gerhart went to borough hall Friday morning and soon found herself behind a desk passing out permits to Pottstown residents who were evacuated from the rising waters and wished to return to their homes.

Sunday, while taking the names of volunteers wishing to help flood victims and assigning them to various tasks, Miss Gerhart recalled the "exciting experience" that nearly cost her life.

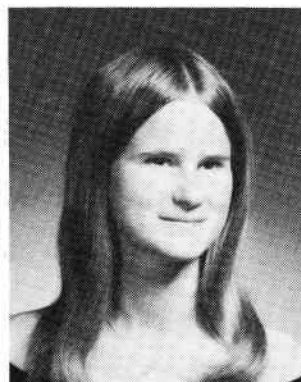
Miss Gerhart, her father, Malcolm Gerhart, member of the Coast Guard auxiliary, William Henry, and Joseph Tarczynski, set out to help stranded residents along flooded Manatawny Street.

We were patrolling Manatawny Street, which at the time was the worst hit area, when we received word that a boat was needed at the Philadelphia Electric Co. substation.

"We launched the boat on Hanover Street, south of the Reading Railroad and were moving to the stranded men when a rope caught in the motor cutting our power."

The swift current then pulled the boat under and the first attempt to rescue Mark Horner, and Norwood Mentzer, failed.

Miss Gerhart said she tried to swim to the railroad tracks but couldn't make it



These three young ladies will be competing for the District Miss National Safe Boating Week Queen Contest that will be held this year at the Cape May Rendezvous. Mona Santo (left) will represent Division VI, Linda Shetzler (center) is the choice from Division XII and Gavle Trommer (right) will be vying from Division VII. Linda Shetzler was chosen to be District Queen.

and before she went under, grabbed a tree.

Another rescue attempt in which David Sork and Bruce Bower guided a canoe toward the stranded PE workers also failed when the canoe overturned, leaving eight people in the swirling water.

All were safely rescued an hour later. The Gerhart boat reportedly was recovered Saturday night.

CG AUX Activities Aired On WGAL-TV

By Robert F. Lyter, SO-PUB/PR, Div. V

The U.S. Coast Guard Auxiliary Story which was aired on Harry Alleman's show, "Call of the Outdoors" on Sunday 25 June on Channel 8, WGAL-TV, Lancaster, Pa., was presented by Division V.

The location of the filming was on the Chesapeake Bay at Havre de Grace, Md., and Russel G. Shelly's, (SO-OPS) cruiser was utilized by the cameraman to record the action of the facilities owned by DCP Howard Turner and SO-MGR William Nitz who demonstrated operational tactics.

Another feature on the show was a CME station manned by Willard Roush, SO-CE and DWAC Lenore Roush. The Roushs conducted a CME showing what is required to be awarded the CME decal.

During the taping of the program at the WGAL-TV studios, DCP Turner enlightened the public on the history of the USCGAUX, while Brickley Orndorf, SO-PE, who accompanied DCP Turner, spoke about the educational program the Auxiliary has to offer to the public, many of which are new within the past year and the new first aid course that is in the process of being released.

DVC Alden Gets Merit Award

C. Dane Alden, DVC-CHC, was presented with a Certificate of Administrative Merit from RADM B.F. Engel, District Commander, 3rd CG District this past May.

The award was based on Alden's outstanding administrative achievement that furthered the USCGAUX Chart Correction Program during the period 1 January 1970 to date.



C. D. Alden

Receiving responsibility for the Chart Correction Program when it was in its early stages through his continuous and dedicated effort the accomplishments of the program have been increased significantly.

PDSO Alden prepared, expedited the approval and implemented the use of a published Auxiliary Chart Correction Program and the Auxiliary Observers Manual. Alden's Manual has not only won National Auxiliary approval and acceptance but also the recognition of the National Oceanic and Atmospheric Administration of the U. S. Department of Commerce.

CORRECTION

In the latest editions of TOPSIDE and the NAVIGATOR we incorrectly stated that Division XI had 100% attendance of their active Courtesy Motorboat Examiners at the Winter Conference. The wording should have been - For the second consecutive year, Division XI, under the leadership of DCP Robert Moody, had 100% active Courtesy Examiners in the field and not at the Winter Conference.

Flot. 49 Chartered Aboard "Florence V"



An unusual chartering ceremony took place aboard Howard and Helen Thorne's "FLORENCE V", this past 14 May when Flotilla 49, West Chester, Pa., joined the ranks of the Third Southern Area.

LCDR H. G. Pinter, DIRAUX presented the new Flotilla with their charter and RCO(W) Frank W. Page administered the oath of office to FC Henry Phillips and VFC Robert B. Little. Also on board to

observe the ceremonies was DCP Harry Bickel.

Other plank owners of the new Flotilla who were present were Howard and Helen Thorne, Eleanor Phillips, "Bud" and Bea Zell, John and Betty Lou Pierce, Dan and Ruth Chambers, Herb Chambers, Jr., and their newest member, Meredith Morrow. Guests included Francis Bickel and Jane Raico.

Rescues At Lykens Thwarted By Flooded Roads

By Charles H. Stetler, PFC-55

On 22 June at 0315 I received a call from the CD requesting that I try to muster together as many of my people possible with boats and proceed to Lykens as the dams in that area had burst from the heavy rains caused by hurricane Agnes. I immediately made my calls to those in this report to alert them as to what was taking place.

When we got underway for Lykens I was beginning to see what was happening in our own area so I told Harold Donough to stay back in case he would be needed here. Jay Bell, Carl Emerick and myself then proceeded on our way to meet Harold Showalter and D. Neiswender at Lykens but we were turned back at all roads. It was impossible to get within 25 miles of the area as they were either washed out or blocked by land slides.

My next call was to find out about orders. My own OPS Officer was at work so my next best bet was Russ Shelly, SO-OPS V, who was under the impression that they would not be available. I then called Gloucester and spoke with the OD who in turn obtained the desired information and called back to tell me that orders had been issued and the numbers of same.

We returned to Lebanon after calling the Lebanon CD and found that Lebanon County itself was in critical shape. I dispatched Emerick to a low area on the Swatara Creek that is heavily populated and I stayed in Lebanon City with Bell and acted as crew for him.

We worked around the clock. During this time I tried to locate the other two boats and found that Showalter had lost his boat and that Neiswender was unable to get his boat on the trailer due to flood waters.

Full details on this opportunity to get educational credits will be coming your way soon. In the meantime, if you're interested in being a part of the program, contact your flotilla commander.

Two Million "Red Hot" Prospects For Public Education Credits

By Bill Garry, PNAVCO, DVC-GI

National Commodore Harry S. Osbourn and Rear Admiral Austin Wagner, Chief, Office of Boating Safety, share a common objective with real enthusiasm... give every Boy Scout in America the opportunity to be educated in boating safety.

This means that — if we take advantage of every opportunity available to us — we have a potential of almost two million students, age range 11 to 17, grouped in 75,000 troops.

The 3rd District (SA) Auxiliary can get a head start on this program if preparations are started immediately. Nationally

there are approximately three Boy Scout councils to each Coast Guard Auxiliary division. Division captains should see that early liaison is established with council personnel.

Commodore Victor Baumeister has an alert and aggressive Boy Scout Liaison Officer on his staff. He is James Steele, 755 Agnes Avenue, Rutledge Pa. 19071. Questions posed to Jim on the mechanics of Boy Scout liaison will be answered promptly.

A logical step to insure early involvement in this necessary educational endeavor is to make sure that each flotilla has one member designated as a Merit Badge Counselor. The job is easy and rewarding.

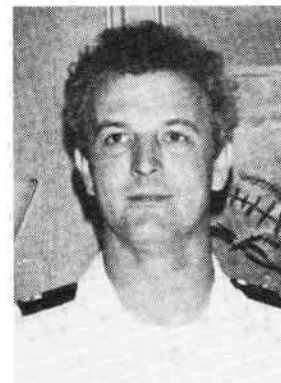
Merit badges are available to Boy Scouts in subject areas which include Motorboating, Small-Boat Sailing, Canoeing, Rowing, and Water Skiing.



B. Garry

FLASH FLOOD 1972

By
Russell Kressler
FC-5-10



Due to hurricane Agnes stalling in our area and dumping an over-abundance of rain, the worst flood in the history of our area (Bloomsburg, Pa.) took place. Small harmless streams became raging torrents of destruction within hours.

Being alerted, the Civil Defense crews did a marvelous job of evacuating before the disaster, however some areas were devastated beyond their or anyones imagination.

At 0630, on 22 June I received a call from one of our members, Dale Thomas, who said that boats were needed. In order to get a more complete picture of the situation, I called the CD Communications network. On finding how serious it was, fruitless phoning took place.

My first call was to my Operations Officer, James Kase, to inform him of what was taking place. He also started phoning for vessels but was only able to contact Mr. Hammaker and Mrs. Bigart. (It was discovered later on, that the reason for being unable to contact the rest of our membership was due to the fact that they were already out rendering aid in the emergency.) Mr. Hammaker, currently a non-facility member, said he would go with me if needed. Mrs. Bigart (who became a victim of this very poor master the flood herself) owns a cruiser much too large for this type of operation, but expressed her desire to participate in the rescue work regardless. My own vessel had been on blocks away from the trailer and undergoing repairs to a stress crack in the hull that I had been unable to seal and felt that she shouldn't go out.

I contacted the CD again to let them know of my poor progress. The situation was now in desperation as there was a house trailer with seven people trapped inside with no possible way of reaching them.

I felt so helpless, and I could see the black eye the Flotilla would get for not showing, even though we never planned for an emergency such as this. Well, this was all I needed, I couldn't leave that trailer and those people in that situation.

I called Mr. Hammaker and told him to report to my house as we were going out. My next call was to the DIRAUX and then things began to tick. The return call, and Carl Hunsinger's demand for us, put "5-10" on orders and we were on our way.

Finally at 0930 we arrived at the distress scene. Upon entering the area, Fishing Creek had already gone over her banks with swift violent currents. We turned over the new bridge to get to Hemlock Creek which is normally about four feet wide. As we neared this stream, shooting the rapids of the Grand Canyon would be the closest comparison to what we saw and what we would be doing.

Trailers were on their side and way out of their areas. The

road had been gutted deeply along the pavement and debris was all over. The best launching area was across the way on the old road. We ventured upstream to find where this little stream crosses the highway. It had already eaten half of the bridge and highway away and the cottages to our left were in shambles.

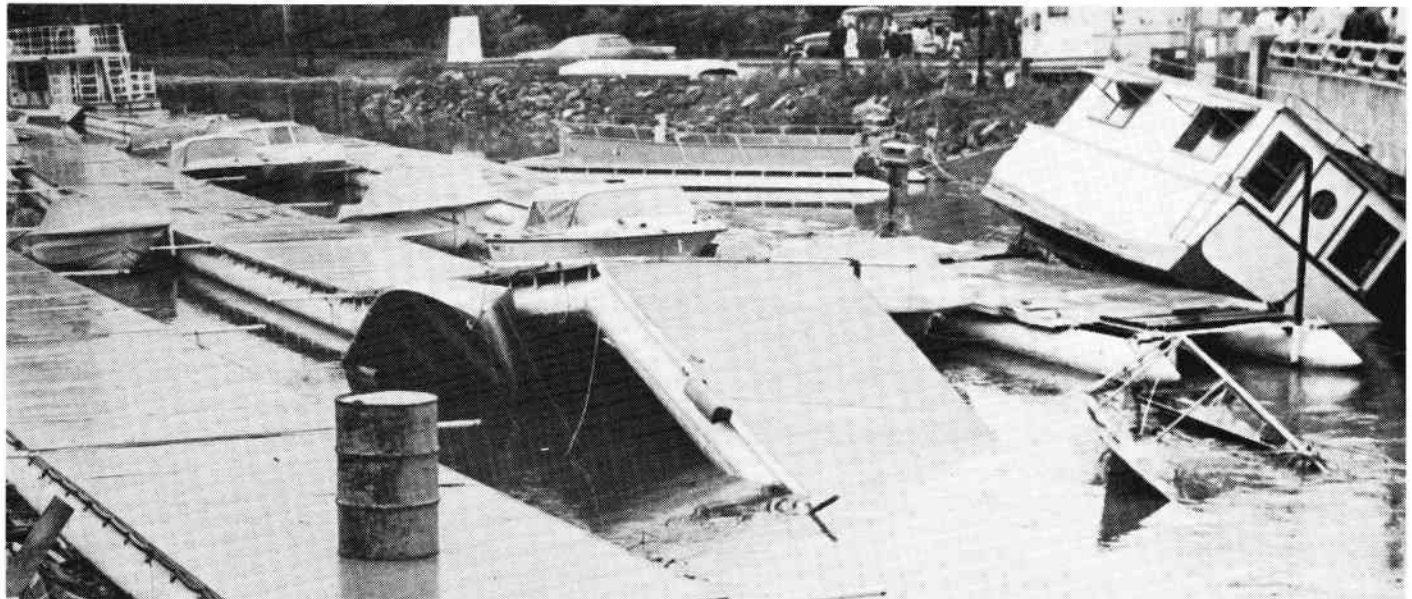
Above the stream, we turned on to the old road and approached the area. Getting as close to the trailers as the stream would permit, we were met by firemen who told us the conditions.

Two girls were trapped in a trailer that had slid against another trailer and the forward trailer rolled against the other side blocking the escape. Donald Dieffenbacher with two others in a previous attempt to reach the trailer, hit an obstruction, cut the throttle and flipped almost taking the lives of the three aside from losing the boat. At first the police felt that all three had lost their lives until one by one they popped up out of the water. Managing to get to a house approximately 300 yards downstream, the trio, who attribute their lives to the life-jackets they had on, waited for rescue. We also learned that VFC Carl Dent and Willard Kile of Flot. 5-10, had been on the scene since 0600 and had gone for a larger vessel.

By the time we had turned the trailer for launching they returned. We discussed the rescue and donned our life jackets and then boarded my boat. Carl Dent backed the trailer in and they launched us. We warmed the engine a bit and turned her bow into the swift current and literally flew downstream between two trees loaded with debris and past the trailers and swung her over to approach the girls.

The only escape left was a bedroom window which we wedged ourselves against and held on with a boat hook to a vent pipe. Mr. Hammaker smashed the window and the girls tore the screen from inside. First out were their shoes and two cats. They boarded and immediately placed life-jackets on. As soon as they placed themselves securely in the seats of the boat I let go of the trailer and backed into the current again, poured on the power and the BRASSY BEAR II took off up the rapids like a dream. Safely ashore the police took the girls to a disaster station set up by a local emergency group.

The boat was reloaded and planning for future rescue operations took place. The area we were in now was not very good as there was a bridge somewhere under that torrent aside from the many cars that were scattered here and there. To add to the many problems at hand, power and phone lines crossed our paths. We took the boat to the other location we had in



While "Agnes" was at her peak and causing havoc in the central part of Pennsylvania, one of its preys was this marina which broke loose from its moorings and came to rest against this bridge on the Susquehanna River on Route 441, south of Royalton, Pa.

Photo Courtesy of Robert W. Moody, DCP-XI.

mind for launching only to find that due to the washouts and trailers all over that this was also undesirable. The only way to enter was through the main creek which had risen another foot by now. We went across the creek (via bridge) and upstream a bit to the old double-track bridge which had water almost to its edge on the road. The water was now up against the bridge entirely and the debris was heavy.

We had to launch on an angle into a yard, motor through trees and into swift swirling currents going downstream far enough to find a path to enter the fast currents coming from the area of Hemlock Creek. The elevation of the water was high enough that the normal openings were not there. We had to dodge a submerged house-trailer and swung in.

The rain is now pouring so hard that I can hardly keep my eyes open enough to navigate. Cross currents were giving us a rough time and finally I spotted the house. As we approached the four occupants plus our three members who were awaiting rescue, they shouted to us to approach around the side as a car was under our path. A canoe came in from the shallow side at the same time, but he was rather small and dangerous for rescue work in these hazardous currents.

Don Dieffenbacher wanted to secure his vessel as it had wedged against trees at the creek edge after capsizing. We said to wait until we could at least stand-by but he wanted to use the canoe.

We took four aboard and started our trip back. The cross-currents pushed the boat around quite lively but she handled very well. Going up the fast current, dodging debris, we had to make a dive through the two trees into relative calm waters. After almost taking the two pine trees with me, I unloaded the four survivors and returned to the house taking the remaining three aboard and repeated the trip.

Now to return to assist in the tying of the swamped boat. In order to keep control of our boat we had to tie to a pole. They did the best they could in the canoe and then paddled to safety. We cast off and returned to our car and trailer.

The water had now risen to the point of coming over the road surface of the bridge. Our safety was now a concern. We loaded as quickly as possible and retreated. Water was coming over all the streets in this end of town and we just made it out

as evacuation was well underway for this section of Bloomsburg.

That evening I asked Mr. Hammaker if he was nervous. He said, "Heck, no, I had all the confidence in the world in the captain". When I told him that this cat was scared white he said he was glad he didn't know that then.

We reported to CD Communications Center immediately, checked home for calls, put Jim Kase on orders and told him to contact CD in Danville to assist. A call came in from Fernville for boats to assist in the evacuation as small boats were felt to be a necessity. We went over to check and two boats had already been utilized and we could be of no use with our 18 footer. We returned to the CD center and dripped more water on their floor when a call came in for Boones Dam and General Sales, both of which were to be evacuated.

It was felt that the Fairgrounds would be the best place to launch and we approached by Magee Carpet Co. Mr. Kile had already launched and was going to Boone's Dam so we launched for the other call which was located across the crazy creek.

We never got off. Our car was in water as deep as possible and three inches over the door as we sort of flooded the interior in the process of getting out. A rise in the road prevented us from floating the boat into deeper water.

With Kile already gone, we reloaded and called Kase to approach from that side. I started to answer a call from the State Police for an evacuation on Millville Road of three people when we were notified that a helicopter had picked them up.

When we got back into drier land we borrowed a "Scout" to replace the car in pulling the boat as it would enable us to back into deeper water.

Never guess who shows up now - the press photographer. He wants to ride in the car with us a while in the anticipation that he will get some good coverage. He did and we did nothing. Soon after he left (as usually is the case) a call came to rescue two people from a home on the Millville Road. By now the town is isolated with the exception of route 80. We had to venture quite a way to get to the area. When we finally arrived, we launched, ran 30 yards, grounded on the highway, walked

the boat back and asked a high truck to check the road out. He did and brought the people back to us. At this point it is starting to get dark, so we returned and checked with the CD there were no more calls. We decided to dry off and get a bite to eat. The rains had not let up as the storm had reversed and came back over us. By now the river was beginning to rise as rapidly as the creek had, and we stayed on standby alert for the rest of the night.

The following morning at 0750 the phone began to ring again and it was Mr. Kistler and Mr. Streater who wanted to check their livestock. Kistler, whose main income is his 62 pigs, had moved the animals to the upper barn floor in an effort to try to keep them alive.

We launched in the High School parking lot (our base for the remainder of the day) and on our return trip from the barn we spotted a flashing light inside a factory that had been isolated by the rapidly rising waters. After finding a safe approach we picked up a slightly "damp" manager who took upon the role of a sea-captain and was going down with his ship. The executive had stayed overnight to try to protect three million pounds of frozen foods but the water rose so rapidly that he was forced to disconnect the power and the telephone lines. There was one grateful man (with his rescued bunny) when he reached higher ground.

Mr. Streater is normally a flower grower, but he has two ponies and a horse which we helped move to a higher floor in the barn for safety precautions. We then disconnected the power lines for him and left while Streater stayed behind to move furniture and personal belongings to the second floor. When we returned later we salvaged as much food as possible and then took Streater with us on our return trip to town.

Next we ventured to Rupert via the river area and across a now calmer Fishing Creek, to evacuate my own mother and father, and a friend, as Rupert was completely isolated without power and water.

The paths to travel were becoming more difficult as the water was rising to the point where we had to lift the phone lines to pass and the electric power lines were just inches above our heads. The only paths to the creek and river were where trees were cut to permit lines to pass through. The river rising as much as it has, has backed the creek to a relative calm. Currents were no longer a major problem, but they were present and tricky in spots. Debris on the outside of the river banks were numerous and a relative calm existed here also. It

was actually smoother than a lake but we had one problem - communications.

We were apparently out too long. The police couldn't contact us and the CD didn't know where we were exactly, as runs were made that they were unaware of and this delayed our checking in. Each time I found a car or truck with a radio I called in but this was not good enough. VFC Dent had two CB walkie-talkies and each of us took one with REACT to monitor us, but the range was not great enough. The National Guard finally sent a radio and operator to us and for two hours he tried to come up on our working frequency. His efforts were futile so we returned him to headquarters as the day waned.

On our return trip we delivered medication to Rupert and made other routine runs to complete the evacuation, however, the river was still rising and the 62 pigs were being threatened along with the horse and ponies. A close watch was maintained as the water had one foot to go before it reached the barn floor. On our way back from Rupert we stopped to "slop the hogs" and then proceeded home to "slop the captain and crew".

A conversation with Jim Kase revealed that confusion was the order of the day in Danville. His services were not used as the word was there were too many boats tearing up Mill Street and breaking windows. I must say that Bloomsburg was nowhere near this stage as they were well organized and executed everything to an excellent degree.

Now the river side of town had been evacuated to 6th Street and the areas almost to Berwick near the river were evacuated. Berwick was relatively high and dry and the only threat was of the reservoir breaking.

At 2300 we received a call that a raft had been sighted floating down the river with someone aboard. Ten minutes later we were running parallel to the river at a point where I could get to the main section. One hour later, with no signs of the raft, we cruised slowly back to town searching every inch of the way with no results. Apparently this was one of the many "false-alarms" that were dispatched.

The 24th of June started out with the routine runs and then back to Mr. Streater's barn as the ponies and horse had been threatened again and had to be moved to the third level of the barn while the pigs seemed to be alright.

After delivering Mr. Streater my engine overheated and I called for assistance on my CB to no avail. When the engine cooled enough to run, we started up again and continued until it got hot again. I dropped the anchor and tried the radio again with the same results. Just then over the hill a helicopter approached and I broke out and ignited a smoke flare. The pilot didn't even hesitate - just kept right on going. Back to the CB again and this time my signal was picked up by REACT who called for help and VFC Dent came out and took us in tow.

It seems that running in the mud for three days didn't do too much for the engine. The water pump was shot and the thermostat needed replacing. Jim Kase was asked to replace me the next day as I thought I would definitely be out of commission while Mr. Kile made the runs for "5-10" for the remainder of the day.

The next day Jim and I continued on the repairs to my boat and after they were completed we stood-by for the balance of the day.



Another section of the stranded marina is shown as it rests peacefully on the Susquehanna River below Royalton, Pa. waiting for assistance to return to its home port.

Photo Courtesy of Robert W. Moody, DCP-XI

By June 26th the waters were restricted to their banks as they receded as fast as they came, but those who were evacuated were faced with the awful mess that was left behind.

In talking with the CD Director, Carl Hunsinger, it was his feeling that we should remain on duty until evening as a precaution and at 2100 we were released with plaudits for a job "WELL DONE".

In closing, aside from the magnificent efforts put forth by the members of Flot. 5-10 who devoted endless hours to help mankind in this great disaster and those who volunteered, but for some reason or other were unable to participate, I would like to mention the respect that I have gained for my vessel, the BRASSY BEAR II. She was the finest rescue vessel that I could have had under my command, and the team of Mr. Hammaker, my crew, made the success of this entire tour of duty perfect in every rescue and routine mission.



The Coast Guard arrived on the scene with their 17 foot patrol craft from Gloucester. Acting as crew as the boat is launched into the waters at Harrisburg is Charlie Stetler (Flot. 55) who is to the right of the CPO.

U.S. Coast Guard Photo

DIRAUX

(continued from page 3)

Our programs for activity are many and most diversified, providing an interest for all. Lets take a look at just a few that are growing in scope. The AIM Program now has a Satellite AIM Program which enables us to actually expose more eligible young men to the Coast Guard. The Official Patrols now include our trailer-boat members on State waters and aircraft members on pollution flights. Our PE program has new text and includes "Sail". Lets not forget our own training with the new and improved Operational Speciality Courses, Chart updating, Courtesy Examinations - and the list goes on even to include more administrative responsibility at Flotilla and Division levels as a result of parallel vertical staffing.

It is readily apparent that in the Auxiliary we have the most to offer. We must regain contact with that member who sat beside us at a regular meeting several months ago and get him involved as an active member before he resigns. Lets retain the old members as well as recruit new members for 72.



Members of the Coast Guard BOSDET team worked hand-in-hand with the USCGAUX, Civil Defense and civilian volunteers in rescue operations during the crisis that swept Harrisburg and other areas severely stricken during hurricane "Agnes".

U.S. Coast Guard Photo

ASS'T. DIRAUX

(continued from page 3)

introduce myself to the Skipper, Mr. Tom Morrison, Flotilla 19, and his crew for the day, Mr. Robert Hunter, Flotilla 15, a Radio-Telephone Message was received and IMPULSE II was called to render immediate aid to a vessel taking on water in the Chesapeake-Delaware Canal.

In approximately 45 minutes, we were at the scene. A 30 foot plywood hull cruiser had struck a submerged object and split it's hull. The owner of the distressed vessel had guided his disabled craft to the side of the Canal where it sank. The owner, his wife and two children climbed onto the rocky sides and waited for assistance. On-board IMPULSE II, discussion was minimal as Mr. Morrison maneuvered his boat alongside the paralyzed craft. Mr. Hunter then boarded the half sunken craft while Mr. Morrison remained at the wheel.

A quick decision was made to pump the vessel until she would float and continue to pump out her bilges in order to tow her to a nearby Marina. The necessary gear was transported aboard the disabled vessel and the pumping and towing were carried out almost without a hitch.

In an hour and a half, the once soggy vessel was high and dry on shore in the Chesapeake City Marina. The hull damage was checked and confirmed by both Auxiliarists and by a very shaken Motor-Boat Captain.

However, concern over the boat damage was at this time only second in importance to an offer of remuneration, a well deserved thank you and a smile extended by the somewhat relieved boat owner. The Auxiliarists, true to tradition, accepted only the last two.

It was quite an experience for a brand new Ensign to go through, but one that was extremely worthwhile and revealed the true character of the U.S. Coast Guard Auxiliary.

When I received this assignment I was happy and eager to work for the Coast Guard in this capacity. However, after the experience of this day, I am just as happy, but now eager to work for the Coast Guard Auxiliary, it's members and it's program. Thank you for extending such a warm welcome.

SUMMARY OF RESCUE OPERATIONS IN HARRISBURG

By LT Joseph E. Tamalonis, Ass't DIRAUX

22 June 1972

1200 Received word from weather bureau that there is an alert of a flash flood warning in effect for this afternoon. Preliminary forecast is two feet over flood stage. Contacted Base Gloucester, N. J. and received authority to issue SAR orders to Coast Guard Auxiliary operational facilities. Contacted various Coast Guard Auxiliary members and issued SAR orders to: James A. Kase, Danville, Pa.; Ralph E. Curtis, Steelton, Pa.; Ulysses C. Lewis, Harrisburg, Pa.; and Linwood B. Purnell, Jr., Barnsville, Pa. Additional contacts were hampered by busy signals and disruptive phone services.

1400 Contacted Dauphin County Civil Defense and Harrisburg police department, informed them that some Coast Guard Auxiliary units were available if needed, gave them my office and home phone number. Coast Guard Auxiliary units in Harrisburg, Bloomsburg and Lebanon, Pa. conducting rescues/assists as needed in their respective areas. SAR orders were issued to some CG Auxiliary members by Base Gloucester, N. J.

23 June 1972

0500 Arrived Dauphin County Civil Defense Headquarters located at Front & Market Streets, Harrisburg, Pa. Contacted Mr. Robert Gross, Director of Dauphin County CD and was informed that assistance was requested at this time. Unable to contact Auxiliary members by phone due to disrupted service. Departed CD Headquarters and arrived Harrisburg Police department, made contact with various CG Auxiliarists through P.D. facilities. Requested they report to assist in rescue/evacuation operations as soon as possible. Requested portable hand radios from Harrisburg police depart-

ment, none on hand, will have some at later time. Set up OPCON at C.D. Headquarters.

0700 Charles Stetler, Carl Emerick, with facility and Harold Donough, with facility, all members of Flotilla 55 arrived to assist. Dispatched Harold Donough with C.D. member to assist in vicinity of Governor's mansion. Dispatched Carl Emerick and Charles Stetler to assist in vicinity of 3rd and Division Streets. Pennsylvania Fish Commission Waterway Patrolman Perry D. Heath and two of his deputies reported to assist and were dispatched to various areas to assist as needed.

0800 Auxiliarist Ulysses C. Lewis, with facility, reported to assist and was dispatched to assist 11 persons stranded in sewage disposal plant.

0830 Obtained three portable hand radios from Harrisburg P.D. Received word that N. 6th Street requires massive evacuation. Departed C.D. headquarters enroute N. 6th Street with Mr. Paul Sponsler, Assistant Director Dauphin County C.D. Contacted Carl Emerick and Charles Stetler enroute, issued radio and directed them to assist N. 6th Street. Harrisburg P.D. reported via radio that numerous requests for evacuation were being received from vicinity of 2000 to 5000 block of Front Street and same blocks on 2nd Street. Assigned Mr. Sponsler to direct evacuation operations on N. 6th Street, departed enroute to 3rd & Division Sts. Upon arrival found five civilian small boats in area and commenced directing evacuation operations with assistance of radio communications from Harrisburg P.D. Additional small boats were offered for use and utilized as needed.

1100 Contacted Base Gloucester, N.J. requesting outboard motors in

75 to 100 H.P. if available, negative reply. Received two additional portable hand radios from Harrisburg P.D.

1200 Received word that U. C. Lewis, with facility, damaged his boat during evacuation of personnel at sewage disposal plant due to swift flowing waters, vessel still operational. Evacuation completed at N. 6th Street. Continued to direct various evacuation operations with auxiliary facilities and volunteered small boats in vicinity of 3rd and Division Streets.

2130 CWO-2 Albert Ditweiler, USCG reported with three BOSDET teams. Not utilized due to darkness. Auxiliarist Harold Donough, secured evacuation operation and departed.

24 June 1972

0130 Secured from evacuation operation for the night; enroute to Colonial Park Fire Co. for food and sleep.

0420 Harrisburg P.D. reported everything quiet. Departed Colonial Park Fire Co. enroute C.D. headquarters.

0450 Arrived C.D. headquarters, received information that Susquehanna River would crest this afternoon at 35 feet, 18 feet over flood stage. Assigned CWO Ditweiler to operation control in southern Harrisburg. Departed for 3rd and Division Streets. Commenced operation.

0800 Reported activities to Base, Gloucester, N.J. Found insufficient number of life preservers onboard all BOSDET and civilian small boats for rescue work, requested same from Base Gloucester, none available. Contacted LCDR Anderson, USN at Mechanicsburg Naval Ship Service Supply Center requesting life preservers. Located same at Philadelphia Navy Yard will send as soon as possible.

- 1145 Received 150 life preservers, 4 stretchers, and 8 ringbuoys from U.S. Navy Yard, Philadelphia, Pa. Distributed same among all rescue boats.
- 1245 Attended conference with Harrisburg police officials as to procedures and responsibilities of apprehending looters with small boats. All security patrols are to be volunteers and carry a patrolman or state policeman onboard.
- 1330 Resumed OPCON at 3rd and Division Streets.
- 1990 Reported activities to Base Gloucester, N.J.
- 2200 Secured from evacuation operations, continuing with security patrols. Carl Emerick and Charles Stetler departed area.
- 2330 Secured from operations for the night.
- 25 June 1972
- 0600 Arrived C.D. headquarters, Harrisburg P.D. reported everything quiet with no calls.
- 0630 CWO Ditweiler and four CG BOSDET units departed for Wilkes-Barre, Pa. Master Chief Boatswainmate Robert Smith and 2 CG men remaining to assist. Assigned Chief Smith as OPCON for southern Harrisburg area. Departed for 3rd and Division Streets. Providing evacuation and assistance as requested with civilian volunteered boats.
- 0800 Reported activities to Base Gloucester, N.J.
- 1630 Secured evacuation operations. Assisting in OPCON of security patrols with Harrisburg P.D.
- 2100 Secured all operations, Security turned over to National Guard.
- Case Closed.

COMMENTS

With information received from all available sources, the following breakdown is made as to assistance rendered in areas indicated by CG Auxiliaries under orders.

Ralph Curtis
Flotilla 51

21 persons evacuated
50 assists

Ulysses Lewis

Flotilla 51

29 persons evacuated

21 assists

Carl Emerick

Flotilla 55

133 persons evacuated

22 persons evacuated

Charles Stetler

Flotilla 55

Assisted Emerick and Bosdet teams as crewmember.

Harold Donough

Flotilla 55

76 persons evacuated

26 persons evacuated

Jay Bell

Flotilla 55

26 persons evacuated

Harold Showalter

Flotilla 55

Reported to have lost boat during trailering due to severe waters. Boat and motor recovered with some damage to boat.

Russell Kressler

Flotilla 5-10

4 persons evacuated

10 persons saved

20 assists

James Kase

Flotilla 5-10

7 assists

VOLUNTEER CIVILIAN BOATS

311 persons evacuated

The portable hand radios provided by the Harrisburg P.D. played an important part in evacuating the people. Without communications confusion would have existed throughout the entire operation.

There was excellent co-operation with U.S. NAVY. In that they provided the requested life preservers in short notice. LCDR Anderson, USN, initiated this action from the Mechanicsburg Naval Ships Parts Supply Center.

This evacuation would not have been so successful without the co-operation of numerous unknown civilians who have volunteered their boats and services.

The members of the Coast Guard Auxiliary did an outstanding job. Whenever there was a request for evacuation in very swift turbulent waters, never once was there any hesitation from any of the members. The reports received from the outlying areas are again outstanding. Proper recognition will be given to various members upon receipt of their operation reports.

This report is made with the best of my recollection as to the times and events as they happened. I have taken notes when possible to bring certain facts to light. Numerous trips were made that were not brought to my attention. The flood waters were filled with all kinds of debris, making very hazardous conditions to all boats operators. It was a job well done.

Ass't DIRAUX Directs Rescue Operations

By Robert F. Lyter, SO-PUB/PR, Div. V

While Hurricane Agnes was ravaging through the Harrisburg area causing flooding waters which utterly crippled the state capital, there was a figure donned in a Coast Guard khaki uniform who spent tireless hours in the Communication Center of the Harrisburg Bureau of Fire. This gentleman was our own Ass't DIRAUX LT. Joseph Tamalonis.



LT. J. TAMALONIS

With apparent no sleep, LT. Tamalonis directed operations in the recovery of persons stranded by the rising waters of the Susquehanna River. Every available operational facility was pressed into service and some of these facilities aided the Harrisburg Bureau of Fire in transporting men and hose to a fire that broke out on North Second Street just north of the Governor's Mansion. Fighting strong currents and rising waters it took ten hours to extinguish the blaze.

Reports submitted from the different areas within Division V show that all the Flotillas did a remarkable job in the removal of stranded people in the flooded areas. Congratulations are in order to all those who took part in this valor operation.

STAFF OFFICERS

Reports

Greetings - From Your New DWAC

By Lenore Roush - DSO-DWAC

It was with deep regret to hear that Nancy Hopkins, our DWAC since the beginning of the WAC program had handed in her resignation. She did a fabulous job among the girls and we



L. ROUSH

certainly will miss her guidance. In all sincerity I hope that I will be able to fill her shoes and be worthy of her confidence in her recommendation of my assuming her duties. We showed our appreciation to Nancy at my first DivWAC meeting held at the Gloucester Base on 1 June by presenting her with a charm bracelet, and a charm from each DivWAC, in recognition of her fine work. It was disappointing that all the DivWACS were unable to attend as it was hoped that a picture could have been taken for presentation to Nancy at a later date.

Eventually I hope to be able to visit each Division, if possible, so far I have attended Division I's recent meeting. My purpose of these visits is to try and find out why the FloWACS do not report to the DivWACS and the DivWACS to the DWAC. As you know, news and information cannot be passed on if you all are not heard from. You are our means of knowing what is going on in other Flotillas and Divisions and by exercising "parallel staffing" the word will be passed on to the next highest level.

A new reporting system among the FloWACS, DivWACS and DWAC will get underway as soon as the forms are received. It will be more simplified, and in this way it is hoped that all reports will be received on time.

The Uniform Photograph Project has been completed and again our thanks go

out to Nancy Hopkins for the find job in compiling all that went into this project. It took many hours and a lot of hard work but, the finished product speaks for itself.

By now all you girls who are CE's should have received your kits by now. Let's try and top last years total by



shooting for 100 plus and feel proud to receive that plaque, knowing you may have helped save a life. In accomplishing this goal bear in mind that QUALITY and not QUANTITY is what counts.

Remember this following paragraph and pass it on whenever possible.

We are not a separate part of the Auxiliary. We are not in competition with the gentlemen. We do not want to start an Auxiliary within the Auxiliary. We are a part of the Auxiliary total team and our aim is to interest more women to become a basically qualified active part of this team. I think the men should be proud to have the ladies take such an active part, working side by side as a team and relieving them of some of the burdens from their shoulders.

A note to all Captains and Commanders - LCDR H. G. Pinter, DIRAUX reported many offices in the Flotillas and Divisions have as yet not been filled. He suggests, if possible, that appointments be made to fill these posts.

A final word - KEEP THOSE REPORTS COMING IN.

Be A Selfish Auxiliarist

By Leon F. Weckerly, DSO-MGR

This must seem like a very inappropriate suggestion for your MGR officers to make to members of an organization to totally unselfish in character.

We mean it though - because we know



L. F. WECKERLY

that the Auxiliarists who are getting the most from their membership (the selfish Auxiliarists, if you will) are those who are participating most actively in our programs.

Your MGR team has now had six months in which to inform itself of the myriad reasons why we do not OB-tain and RE-tain more members. Lack of activity continues to loom as the principal reason for losses. In recent discussions with officers of our sister organization, The U.S. Power Squadrons, we find their experience exactly parallel to ours in this regard.

Think of the members of your own Flotilla who are deriving the greatest satisfaction and enjoyment from the Auxiliary and these will be the same people who are giving most generously of their time and talents in our varied programs. This same fulfillment can be yours - all you need do is take an active part.

The effectiveness of the Auxiliary as an organization is equal to the sum total of the contributions of its individual members. If you are not contributing your share to this total work load - we don't mean paying your dues and attending meetings - BUT - your active participation in at least one of the many programs, then you are not being selfish in getting the most from your membership.

Giving is the key to Getting!

'72 Training Display Awards Made At Summer Rdvs.



By Mary Clare Bowlus, SO-PUB, Div. I

The Annual Summer Rendezvous held at the Northeast River Yacht Club, Northeast, Md. was hosted this year by Division I on June 2nd, 3rd and 4th.

Guests began to arrive for the festivities on Friday evening for the Commodore's Welcome Aboard party which was held in the clubhouse dining room.

The next morning at approximately 1130 many of the guests began to pour into the club for the beginning of what turned out to be a stellar day, in every way, including the weather.

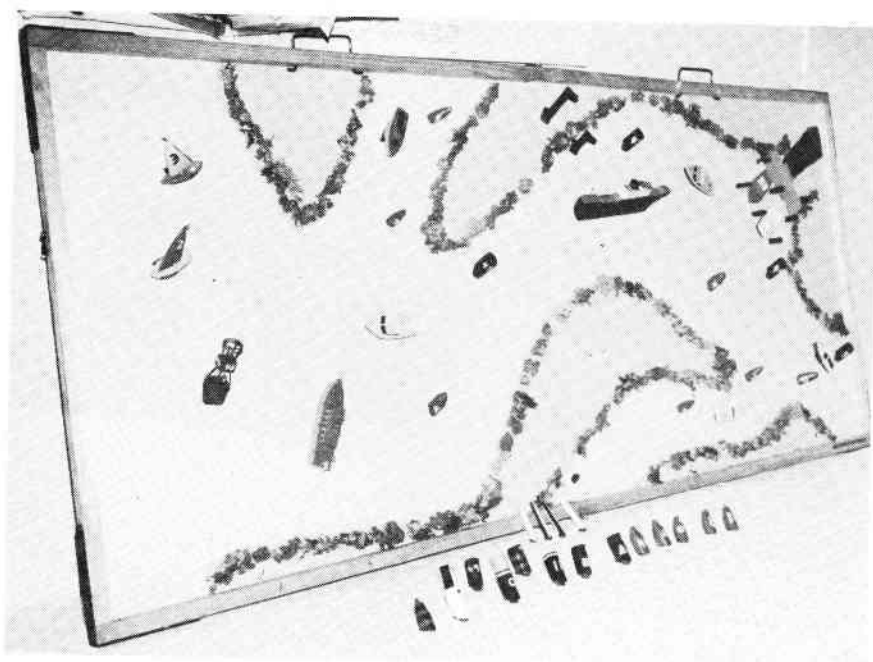
Those arriving had that hungry look on their faces so the "ship's cooks", recruited from Flotillas 11 and 14 under the supervision of Harry Harrington, FC-11 and John Hopkins, VCP-I; turned to with their culinary arts for the famous Eastern Shore Charcoal Cook-Out which is one of the main attractions of the weekend. On the menu were the traditional hamburgers and hot dogs with soft drinks to wash down the dust from travelling the roads to North East.

Last year the NSBW Queen Contest was inaugurated at this function, but being as it was moved back to the Cape May Rendezvous the 1972 Training Aid Displays Awards were presented to the two top displays in its place. The judging was held in the afternoon on the upper deck

The Eastern Shore Charcoal Cook-out (above) drew a lot of customers whose appetites were tuned for the vitals prepared by these experienced "cooks". Patti Billingham, reigning NSBW Queen, (lower left) modeled a new tiara which includes in it's design the USCGAUX insignia. Responsible for this new creation is NSBW Chmn. Marie Semet. Taking it easy on the clubhouse lawn of the North East River Yacht Club (below) are a group of those who attended the Summer Rendezvous.

Photos by Mary Clare Bowlus, SO-PUB I





The "Day Navigation Chart" displayed by Flot. 32 (above) was judged best in the under \$50 category of the Training Aids Displays Awards and Flot. 5-10 took the "blue ribbon" for the over \$50 category (upper right) with their "Aids to Navigation" display. RCO "Bill" Page's EGAP II was the rendezvous spot at the rendezvous for some of the "brass hats" (below) before everyone assembled in the club's main dining room (bottom) for the dinner and awards that were presented later in the evening.

Photos by Mary Clare Bowlus, SO-PUB I and Don Grabert

of the clubhouse with a total of six flotillas participating in the event. Later on in the evening during the after dinner speeches, it was announced that Flot. 32 was judged the best in the under \$50 class with their "Day Navigation Chart". This display will be shipped at the District's expense to the National Training Display in September. In the \$50 and above category, first prize went to Russel Kressler's Flot. 5-10, from Bloomsburg, Pa. Unfortunately the ruling states that if they (5-10) desire to ship their display to the National Contest it would be either at the Division or Flotilla's expense.

(NOTE: When mentioning \$50 under and over, it indicates the display's estimated reproduction value.)

There being no further scheduled activities until the cocktail hour which was held at 1800, the remainder of the afternoon was spent lounging on the lawn of the club, boating, trading "sea stories" and anecdotes, and getting acquainted with fellow members from the other divisions and flotillas.

Following the dinner, remarks were made by NARCO Harold Haney, Bill Matthews, CAPT B.R. Henry, USCG (Ret) and DCO Victor Baumeister. The annual award to the Division with the largest representation in attendance OTHER than Div. I went to Division V.





New Jersey Governor William Cahill, flanked by Richard Goodenough to his left and CAPT R. I. Price, USCG to his right, signed the proclamation designating Safe Boating Week in his state this past June at the State Capitol.



This Safe Boating Week Display that was produced and exhibited by Flotilla 45 from July 10th to the 15th, was enthusiastically received by the public at the King-of-Prussia Plaza, King-of-Prussia, Pa.

Photo by Larry Brooks, SO-PUB IV



During Memorial Day ceremonies, a wreath was placed at the tomb of the unknown soldier in Tuckerton, N.J. by Albert Uhl, DCP-VII and Andrew Zuczek, VFC-77.

Out of the Sea Chest

By Bill Garry, PNAVCO

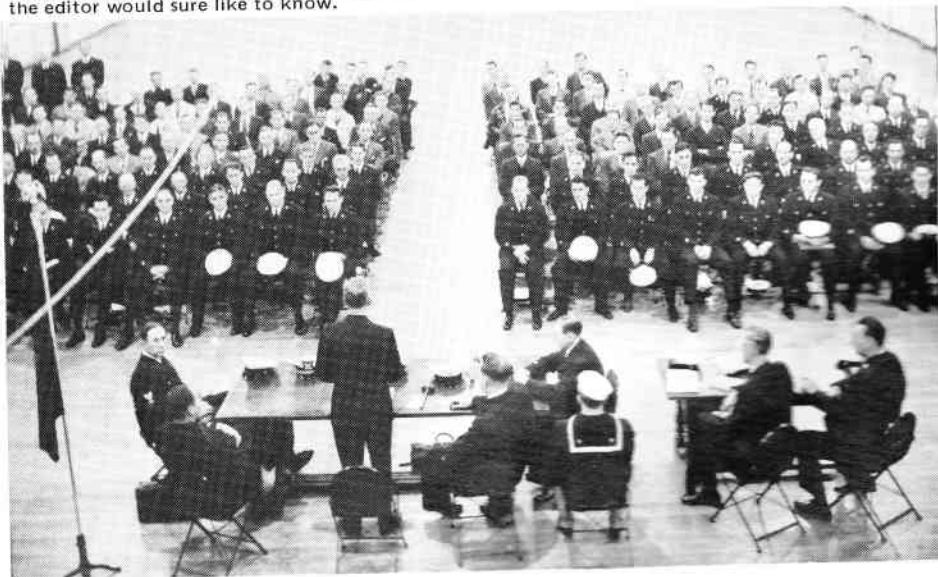
Candid Capers



On hand to witness Trenton's Mayor Arthur Holland affix his signature to the NSBW Proclamation for Flot. 66 were FC Walt Rutkowski (left) and VFC James Kelley.



Here are two memory prodders:- If you're one of these Auxiliarists from former Flotillas 23 and 25, who are shown above mustering for a War Bond parade in New Jersey, you knew what it was to turn out for meetings in the proper uniform. Is the attendance at your Flotilla meeting as good as the attendance at this Flotilla meeting held in 1943? If you're one of those in the picture below, the editor would sure like to know.



NSBW Display Manned By USCG and AUX. Flotilla 14 and Wilmington Power Squadron Launch CO-OP CME Program

By Burton B. Hodgden, FSO-PUBS, Flot. 14

A cooperative project undertaken between Flotilla 14 and the Wilmington (Del.) Power Squadron is furthering the boating safety objectives of both organizations. Arrangements between Squadron Commander J. H. (Tex) Houston and FC Louis A. Busse have resulted in a promotional program within the Squadron in which members are urged to secure Courtesy Motorboat Examinations.

Flotilla 14 is providing special CME teams, under the direction of Theodore C. Fugee FSO-CME, which visit marinas in the Upper Chesapeake Bay where Squadron members' boats are located. Teams plan their visit according to the schedule published in the Squadron newsletter. It was the objective to have all Squadron boats examined during the month of June, prior to National Safe Boating Week.

An extensive article in the Wilmington Power Squadron's newsletter "The Lubber's Line" preceded the examinations. Written by Editor G. S. Wich, with the cooperation of Richard B. Hudson, Flotilla National Safe Boating Week Chairman and Burton B. Hodgden FSO-PUBS, the article stressed the value of CME and the merits of displaying the current Auxiliary decal. The article detailed for members the standards their boats would be required to meet to be awarded the decal.

The Squadron feels that meeting these standards and displaying the decal is evidence of their members' dedication to safe boating and a fitting complement to the values symbolized by the U.S.P.S. Ensign. The example provided by this large group (Wilmington Power Squadron is one of the larger of the United States Power Squadrons, having over 500 members) will be of valuable assistance in promoting the Auxiliary's CME program to other pleasure boaters in the region.

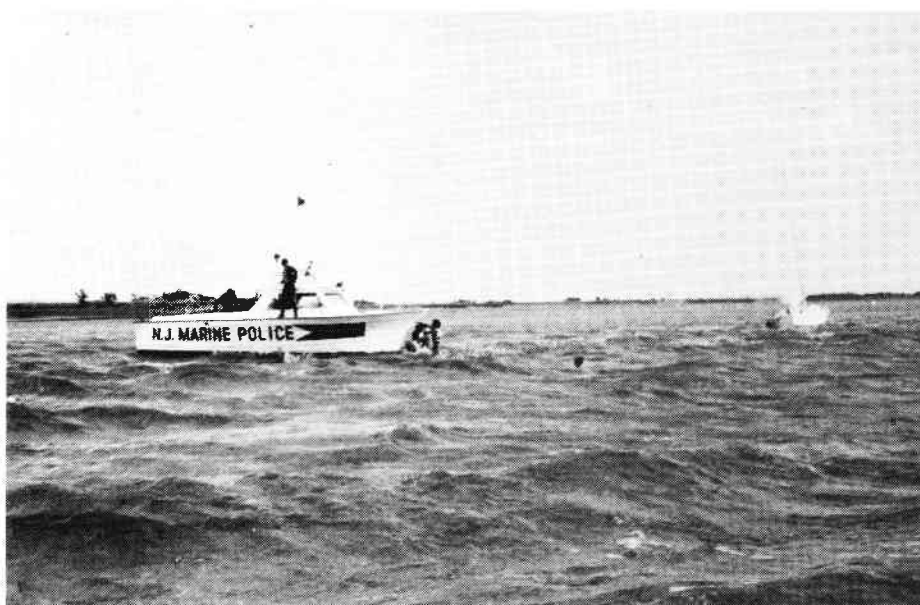


Photo by George Sandersen, SO-DP11

A joint Coast Guard/Coast Guard Auxiliary Safe Boating Week Exhibit was on display at the Moorestown Mall in New Jersey from the 5th to the 8th of July. The 30 by 40 foot display, costing approximately \$30,000 was produced exclusively for the Coast Guard, while the knotboard, equipment board, imitation buoys and table model ships were provided by William Curriden, SO-PE, Div XIII. When a viewer examined the aforementioned model ships a taped explanation of

the various ships would be played after a button was pressed to activate the recorder.

The booth was manned by Coast Guard personnel, and Auxiliarists from Division XIII who also conducted four one-lesson safe boating classes in the Gimbels Community Room on Saturday and Sunday. Needless to say the public response to this effort was nothing short of outstanding.



Early this summer Fred Weicht, FC-15 and the "Lady M" along with a CG 40 foot patrol boat out of New Castle, Del. came to the assistance of this New Jersey Marine Police boat and a sailboat that had gone aground in the Delaware River.

Photo by Mary Clare Bowlus, SO-PUB I





Boys Tour CG TraCen Cape May

*Photos by Larry Brooks, SO-PUB IV
& U.S. Coast Guard*

Seventeen prospective Coast Guard Academy candidates participated in the original Satellite AIM Program that was conducted at the USCG Training Center, Cape May, N.J., over a three day period, July 7th to 9th incl., for boys from the Third District (SA).

The boys were given berthing in the recruit squad bay and sat down in the center's mess halls to partake in meals prepared by CG personnel during their stay.

The base provided an excellent program for the boys on Friday after their arrival which included, witnessing the recruit graduation ceremonies, use of the gym, swimming pool and the Recruit Recreation Club. A lecture and movies on the Coast Guard Academy was also presented along with the Recruit entertainment program, "Good News".

Tours were conducted Saturday of, the Electronic Engineering Center, the Air Station (which included a helicopter demonstration), and the CGCs SASSAFRAS

and ALERT. Later in the day another film, "Missions of the Coast Guard" was shown for the youth's benefit.

Church services were held at the TraCen Chapel on Sunday and then a tour of the TraCen's Advanced Seaman-ship Section was given along with a demonstration ride on a 30 foot utility boat.

The boys who made the trip to Cape May with Joseph Kolb, DSO-AIM and PDCO John Johansen were the runners-up in the AIM Program's selection of boys to go to the Coast Guard Academy for a similar type program. The satellite program like the Aim program is designed to stimulate interest in the Coast Guard, it's purpose and functions.

Accompanying the candidates on each tour were either Coast Guard Academy cadets aboard for summer employment or Coast Guard Academy graduates who in addition held open discussion sessions with the prospective candidates.



from the

DIVISION LOGS



Lee Millett, SO-PE I, (left) and his wife Ruth gave a practical demonstration on their 37 foot Bugeye from the first class of the new seven-week course, "Principles of Safe Sailing" conducted by Division I.

Photo by Mary Clare Bowlus, SO-PUB I



DIVISION CAPTAIN

E. J. Szumowski

By Mary Clare Bowlus, SO-PUB

Division I has sponsored on the Division level the first class of the new seven-week course, "Principles of Safe Sailing". It was felt that a course of better quality could be given at the Division level by drawing the instructors, who had sailing experience, from the various Flotillas from within the Division rather than saddling one instructor with the responsibility of the entire seven week course. The instructors included William Barth and Richard Nelson from Flot. 14, Lee Millett from Flot. 18 and myself from Flot. 15.

The response to the notices that were aired and in the newspapers announcing the course was overwhelming. Due to limited classroom space we were required to establish a cut-off point of 50 students with the overflow put on a standby status. In the event someone should drop

out they could either fill the vacancy or, if they wished, have priority placement for the next class to be held.

Attendance was just short of one hundred percent during the entire seven weeks with some students sending a "stand-in" to take the lesson if they were unable to attend.

In order to give the principles and theory taught in the classroom some reality, a day afloat, held in Veazey's Cove on the Bohemia River in Maryland, was arranged after the final lesson. The boats used for the instruction were those belonging to the instructors. Those students who owned their own boats were naturally invited to bring them along to get some pointers from those of us with more experience.

Each student was encouraged to take a turn at the helm, and to try trimming the sails on the various points of sailing. Some of the techniques demonstrated to the students were: getting out of irons, rules of the road, coming about and jibing, and by using two while floats, practice coming alongside a dock and picking up a mooring (commonly called "rubber docking").

Also on hand to lend assistance in the event of a capsizing or knockdown, was Lou Busse, FC-14 with his facility the LOU-JEAN.

II

DIVISION CAPTAIN

E. J. Reynolds



By William J. Stanley, SO-PR

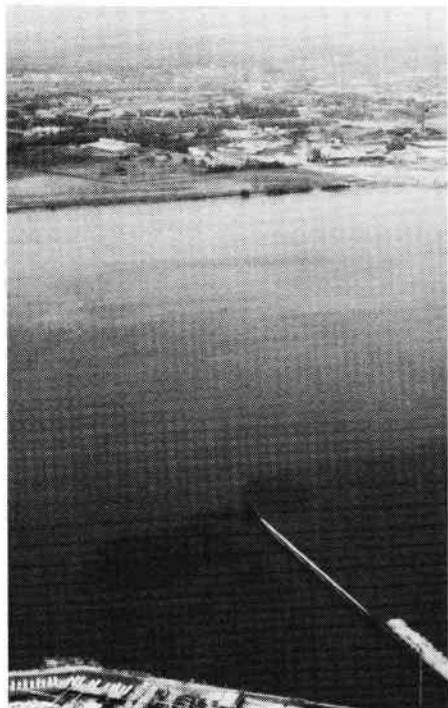
Our entry for the National Safe Boating Queen contest, that is to be held at the Cape May Rendezvous, is Irene Malloy, who, by the way, is the daughter of Charles Malloy, VFC, Flot. 23. Irene, 17, is an honor roll student at the George Washington High School in Philadelphia and is also active in church groups, Girl Scouts and school class committees. Her future ahead holds a nursing career following her schooling. Aside from competing in the Auxiliary's contest, Irene competed in the National Teen-Ager Pageant held in Harrisburg this past July and will also be vying for the Miss Pennsylvania title. The latter is judged on the basis of poise, personality, scholastic achievement, civic contributions and appearance. With the qualifications listed, Division II is ready to give the other competitors some real competition.

21 Sea Scouts graduated from Flot. 21's three-lesson Safe Boating Course which was presented at the Dale Sea Scout Base this past spring. Along with their "skipper" Werner Kubernus, a licensed captain, (a requisite for every Sea Scout group) nine adult members attended the class. Ray Weldon was the Chief Instructor while John McKnight operated the projector. FC Larry Mattson, who was the back-up instructor, presented the certificates to the graduates at the end of the course. It was very gratifying to see many of these young lads express their appreciation personally to Weldon and Mattson after receiving their certificates.

VCP Robert Fairheller was invited to speak on the activities of the Coast Guard Auxiliary to members of the Pennsylvania

Marine Police during their five-lesson Safe Boating Course held this past spring. Commander Tilton, top man of the Pa. Marine Police, and his assistant Lieut. Commander Sam Staffieri stated during the session, that any boat bearing the CME decal would not be stopped or boarded unless the operator was operating the boat in an unsafe manner.

DCP Reynolds and myself journeyed to Harrisburg for the Governor's signing of the National Safe Boating Week Proclamation for the State of Pennsylvania on May 11th. Following the ceremonies we were luncheon guests of the Pennsylvania Fish Commission at which time it was stressed by Captain C. E. Leising, of the Commission, that more one-lesson safe boating courses should be given.



May 13th marked the first air flight conducted by Flot. 23 since it's chartering this past December. During the flight to observe water pollution an oil spill (shown near bottom of picture) was observed coming from the DuPont plant in Deepwater, N. J.

Aerial photo by George Sanderson, SO-OP II

Flot. 23, the district's "air squadron", have already shown their value in the first six months of their existence. On May 13th a practice flight was conducted and then on May 27th under official orders, a flight was held to observe pollution in our area. Then after hurricane "Agnes" had done her bit, DCP Reynolds and Raymond Taylor, who was at the controls, were under orders to spot debris in the Schuylkill and Delaware Rivers. As a result of this operation, five oil drums were spotted in the Delaware where the Schuylkill joins and two additional ones were sighted near Ship John Light.

Division II's AIM candidate, who spent a few days at the CG Academy in New London, was John Hall of Philadelphia. The two lads who were selected to participate in the Satellite Program, William Miller and Michael Verdi, not only had the experience of touring the CG Station and Base at Cape May on July 7th, 8th and 9th but after completing their tour on the ninth, accompanied me on a trip into the Delaware Bay and while rounding Cape May Point a call to "Cape May Coast Guard" came over the radio from a boat that had run out of gas. With the Base being quite busy I contacted the base and told them that I would take over the assist and accompanied the "Heidi" back to Cape May. This proved quite an experience for the boys as they took part in the assist.



V

DIVISION
CAPTAIN

H. J. Turner

By Robert F. Lyter, SO-PUB/PR

This year Division V has a first in that we have been given Official Patrols on the Susquehanna River from the Conowingo Dam to Williamsport including some patrols on Lake Wallenpaupack.

FLOTILLA CALL -

Flot. 51 has been working hard to obtain a position on the Director's Honor Roll this year. PE classes have been going good with many classes convening but at the present time we are out of a base of operation as a result of being entirely wiped out due to the flood. When the river reaches 10 feet we can be assured that there will be water on the classroom floor. With the river reaching an all-time high of 32.8 feet; 22.8 feet of water occupied the classroom in lieu of students, meaning that all PE classes were temporarily cancelled. Our big task now lies in cleaning up what remains and get back to educating the public in boating safety. Prior to the flood we also have been busy on the weekends conducting Safety and Official Patrols on the Susquehanna River both at Harrisburg and Goldboro... With specialty courses running for the members of Flot. 52 and working on the requirements for the Director's

Honor Roll, they still have found time to conduct PE classes. Out of the graduates from the PE classes held in New Holland, a new Flotilla is being formed, 5-11, with Flot. 52's VFC John Z. Fry being elected as the Commander and Harry Meck, Jr. as Vice-Commander. . . . The members of Flot. 53 have been "busy bees" for the past few months. They have already manned several CME stations with more in the planning. Specialty courses are high on the list for their members and it is anticipated that complete coverage of all available courses will be completed by December of '72. Interest and participation in Official Safety Patrols on the Susquehanna River is quite active. In addition to the above, Flot. 53 is conducting many one and three lesson courses primarily for the benefit of the area Cub Scouts . . . CME stations as well as conducting classes at the Susquehanna Yacht Club have kept Flot. 54 members busy. The "Sail" course given at the yacht club had a large attendance and was well received. FC Diven and PRCO(W) Ward Donahue conducted classes for the Boy Scouts of America Sea Explorers at Pinchot State Park . . . Flot. 57 like "54" have also been occupied with CME stations and patrols on the Susquehanna. It is to be noted that the dam in their area will not be inflated this year, but with the aid of splash boards the water level will make for good boating . . . Five members from Flot. 58 who received plaques for exceeding the 100 mark in CMEs, for 1971 were, Bernard Kear, Lenore Roush, Willard Roush, Hope Savicky and Anthony Savicky. . . . A rendezvous was held by Flot. 59 at the Laurel Hill



Symbolic of FC Russell Kressler's comment made to CDR M. Tubella at Flot. 5-10's charter dinner, "CDR Tubella I give you a Flotilla on wheels." LT Joe Tamalonis, Ass't DIRAUX (left), FC Kressler and IPDCP Elwood Manahan inspect the unusual cake baked by Mrs. Kressler to honor the Flotilla's first anniversary.

Photo Courtesy of The Morning Press

Hunting Club with those in attendance having a good time as usual. Those planned for the future will be held at Blanchard Dam, Geneva, N.Y. and one to be held in our own island in the Susquehanna River. A CME station will be maintained on this same island throughout the summer months...CME stations, specialty courses and working on increasing their membership are keeping the members of Flot. 5-10 with their noses to the grindstone. Having now grown larger than their parent Flotilla it is hoped that 5-10 will be the largest Flotilla within the Division. With just a little more than half of the year gone by, it is felt that this young group have already met and completed all the necessary requirements for the Director's Honor Roll for 1972.



Participating in a local Memorial Day Parade this year was this female contingent from Flotilla 66 of (l. to r.) Ruth Coriell, DivWAC VI; June Rutkowski, Anna Evans and Helen Hewitt.

VI

DIVISION CAPTAIN

Richard Hark



By Helene Hark, DSO-PR

Flot. 69 of Lawrence Township, which was chartered on June 28th, is Division VI's newest addition. The chartering, originally scheduled for June 24th at the Notre Dame High School, was postponed due to the havoc played by "Agnes" in our area too!

Whitey Campbell and Ruth Simons won first prize on July 2nd for their entry in the Delaware Valley Safe Boating Council's "Safety on the Water Day" parade for having the best nautically decorated small boat.

Aside from maintaining a CME station during NSBW, Flot. 68 captured third prize for their float in the Memorial Day parade in the Groveville-Yardville area.

At the July Covered Dish Supper, held at the Hainesport Fire Company, Flotilla 62 gave Bob and Libby Kircher a gift and their best wishes as they got underway on their houseboat, LIBBY V, for Dunedin, Fla. They will be making ports along the way to sightsee and when once established, will transfer to the Seventh District. Their daughter Shirley, SO-MT received her degree from Trenton State on June 3rd and come fall will be teaching

"math" at the J. F. Kennedy High School in Willingboro. . . . The winners of Flot. 62's NSBW poster contest were presented their awards at the NSBW display at the Moorestown Mall by FC Eugene Mowrer.

It was a first for Flot. 67 when they joined the ranks of the Willingboro Fourth of July parade.

Flot. 66 really out-did themselves in honor of NSBW this year. They kicked off the safe boating season with their traditional participation in a Memorial Day parade then came the signing of a Safe Boating Week proclamation by the Mayor of Trenton and as their final contribution they manned a CME station at the public ramp at Trenton's marine terminal under the leadership of Mike Evans, SO-CE and his wife Anne.

WARNING - We have our entry for the NSBW Queen contest selected so get your cameras ready.

VII

DIVISION CAPTAIN

Albert C. Uhl



By Claire D. Zuczek, SO-PR

At the board meeting of Division VII it was voted to conduct a beauty contest in the South Jersey area to select a Safe

Boating Queen. The contest will first be held on the Flotilla level with the winners advancing to the Division contest. On May 6th, Flotilla 77's candidate, Miss Gayle Trommer, of Mystic Islands, was voted Division VII's Queen and will represent the Division at the finals to be held at the Cape May Rendezvous in September.

In conjunction with the Public Education Course conducted in the schools each year Flotillas 77 and 79 conducted a poster contest on "Safe Boating" in the Public Schools of the South Jersey area. Both of these Flotillas also held "Open House" affairs during Safe Boating Week which consisted of a one lesson safe-boating course, life saving demonstrations and movies of educational value in promoting safe boating to the public.

Flot. 7-12 is the first in the area to give the new "Sail Course" and again this year are going "all out" on CME, with their men manning stations on the waterways and at the various marinas.

Another area of endeavor of the Coast Guard Auxiliary of which Division VII takes an active part is the AIM program and we have had the pleasure of being informed that one of our candidates, Timothy J. Quinton, of Lakehurst, N.J., has received an appointment to the Academy in New London and became a "plebe" on June 26th.

In addition to the Coast Guard Auxiliary activities, DCP Uhl is also civic minded and urges all members of his Division to participate wherever possible in local community affairs, as this creates a good feeling and better cooperation



Robert Lietz, Mayor of Little Egg Harbor Twnsp., N. J. (second from right) presented a Safe Boating Week Proclamation to officers from Division VII. On hand to receive the document were (l. to r.) DCP Albert Uhl, Gayle Trommer, Div. VII Safe Boating Queen, and Andrew Zuczek, Safe Boating Week Chmn., Div. VII.

between the town folk and the Auxiliary.

Each year Flotilla 77, Mystic Islands, participates in the Tuckerton Memorial Day Parade as do other Flotillas of Division VII, who also take part in the Stafford Township Founders Day Celebration and other activities of the communities where they are located.

We would like to close with a salute to station WOND, Pleasantville, N.J., for their splendid cooperation with Division VII in promoting daily on the air since May 25th, National Safe Boating Week and the Coast Guard Auxiliary and will continue to do so for the duration of the boating season.

VIII

DIVISION
CAPTAIN

A. Baker



By Russel L. Higgins, SO-PUBS

Plans for the future meetings of Flot. 81 include the showing of motion pictures on Safe Boating, pollution and ecology. The film, "Annabelle Adventures", an excellent picture sponsored by the Schmidts Brewers was shown at the May meeting. . . The Annual Drum Fishing Contest was held by Flot. 82 on 25 May and on 29 May the members participated in Memorial Day services by sponsoring the launching of the floral boat honoring the departed servicemen. . . Members of Flot. 83 have been very active making personal appearances before various service organizations

throughout the Cape May County area. "Curly" Nieman and Bud Nissen presented a program on the activities of the Auxiliary on separate occasions to the Shrine Club of Wildwood, the Moose Lodge and the Rio Grande Rescue Squad. . . Russ Higgins talked to the officers and enlisted men of the Coast Guard attending the Coast Guard Boarding School at the Cape May Training Center on 30 March and 13 April. His topic which accompanied the film he presented was "The Auxiliary Story". The results of these two three hour sessions were very encouraging to the speaker by the response to the question and answer period that followed. It was felt that these sessions gave the Coast Guard an entirely new light on the activities of the Auxiliary. . . On 25 May Higgins was invited to speak to the Cape May Court House Kiwanis Club and this time the film "Search and Rescue" was shown and the purpose and history of the Auxiliary was discussed. Following an eager question and answer session on Safe Boating, a certificate of appreciation was presented to Higgins by the members of the group. . . Coming up in August will be the International World Champion Moth races which will be held in Wildwood and sponsored by the Greater Wildwood Yacht Club. PDCP Bill Dischert who attended, by invitation, a recent meeting of the GWYC assured that the Auxiliary will establish Regatta Patrols for the five



These seven new members were recently inducted into Flot. 81 by FC Harry Cummings (A) after the group successfully completed the basic qualification examinations. From left to right are Joseph Smith, Joseph Smith, Jr., Frank Riordan, Connie Garrod, G. Baylie Tompkins, and Audrey and Ben Smith.

Photo by B. K. Tubman

day event. . . Instructors of Flot. 83 completed an eight-lesson PE class that established a record for the largest enrollment for this area. Fifty-one started and 36 completed the course and were awarded certificates. . . ROOKIE OF THE YEAR? A member of Flot. 84 with less than a years service has personally enlisted, trained and BQ'd six members, trained an additional six, thus making a total of 12 new members. He attends all Flotilla and Division meetings, seminars and during the recent eight-lesson PE course conducted by Flot. 84, drove 130 miles each night the classes were in session to assist the instructors. Ray Fasy seems to have set an outstanding example for all Auxiliarists. . . Flot. 86 were in charge of the Memorial Day services held in Avalon this past year and acted as Honor Guard and sponsored the launching of the floral boat. The parade which stretched over a mile of Avalon's streets was climaxed by floral tributes placed at the Servicemen's Honor Roll.



FC Harry Cummings Flot. 81 and his first mate Betty were on the bridge of their boat BONNIE LEE IV during the Annual Night in Venice Marine Parade held in Ocean City, N. J. this past summer. Standing on the bow of this elaborately decorated vessel are SO Adella Stalzer and VFC Robert Garrod. A number of the members of the Flotilla who did not participate in the parade conducted Safety Patrols along the route of the parade.

Poster Contest Introduced By NSBW Chmn.

By Mrs. Frances Lydixsen, FSO-PR, Flot. 79

Flotilla 79, Forked River, N.J., held a very successful Poster Contest in conjunction with the National Safe Boating Week Program as introduced by Safe Boating Chairman, Marie Semet.

This new event for the Safe Boating Week Program was a Poster Contest with a theme related to some aspect of boating safety. Schools were requested to participate in grades from kindergarten to 9th. The contest was divided into two categories with awards for each category.

The members of Flot. 79 agreed on active participation in this program and with this in mind Mrs. Frances Lydixsen, FSO-PR and Mrs. Olene Birkland, FSO-OPS, visited the Forked River Elementary School and the Lanoka Harbor Elementary School to explain the program to the respective principals. The idea was received with enthusiasm and the desire that this type of program be presented to elementary and junior high school youngsters on a national basis due to the importance of teaching the rules of safe boating at an early age was expressed by the school authorities. The selection of plaques for the first prize winners and certificates for the runner-ups were received with favor.

A special assembly would be held at the schools so that the proper introduction of this program could be presented to the students. It was also suggested by school authorities that a Safe Boating Program be presented at the same time. As a result of this suggestion, plans were formulated for presentation of this session by Mrs. Lydixsen and Mrs. Birkland consisting of appropriate slides, transparencies and accompanying commentary.

Two assemblies were held at each school with gratifying results. The students were very receptive and a lively question and answer period concluded each session, indicating a general interest.

The teachers and principals were exceptionally cooperative and as a result more than one hundred and fifty posters were submitted for judging. The aspects of boating safety as demonstrated by the posters was a sure indication that the training sessions had been successful. The response to this contest was far greater than anticipated.



The first place winners in Division VII's Safe Boating Week Poster Contest were Brenda Wallis (L.) of the fourth grade group and Linda Makridakis, a fifth grade student. Brenda is a student at the Forked River Elementary School while Linda attends classes at the Lanoka Harbor School. Both entries were entered in the finals held at the Cape May Rendezvous.

Mrs. Lydixsen, Mrs. Birkland and Mrs. Semet were selected to be the judges and they found choosing the winner an extremely difficult task due to the excellent entries.

After careful consideration the decision of the winners was concluded with the following results: The first place prize at Lanoka Harbor School was received by Linda Makridakis, 5th grade; second place went to Sheree Smith, 4th grade; and third place winner was Mary Angela Krambis of the 5th grade. The Forked River Elementary School awards were received by Brends Wallis, 4th grade, who took the top prize while Valerie Riedinger, 6th grade and Lisa Applegate of the fifth grade were runners-up.

The plaques and certificates were presented to the happy recipients at a special assembly at each school. The principals were also presented with a framed certificate of appreciation for their cooperation.

The first prize winners were honored guests at Flotilla 79's Safe Boating Open House on Saturday, July 8, 1972, and in addition the two top award winning posters will be submitted to the Division finals with the hopes of advancing to the District level.

Due to the great success of this program, the poster contest will be conducted at all Lacey Township schools next year.



CG Safety Standards Issued to Manufacturers

In continuing efforts to insure the safety of recreational boatmen, the Coast Guard has issued safety standards as well as defect notification procedures for manufacturers of boats and associated boating equipment. Published as regulations in today's Federal Register, the standards and procedures implement the Federal Boat Safety Act of 1971 (PL 92-75), and are effective for loading and powering standards on November 1, 1972, and for flotation standards on August 1, 1973.

Among the areas covered by the regulations are minimum standards for safe loading, safe powering, and emergency flotation of boats; and the establishment of a hull identification numbering system. Also included are regulations that supplement the Federal Boat Safety Act of 1971 regarding safety defects of boats and certain associated equipment. The law requires manufacturers to repair or correct at their sole cost and expense any failure to comply with a Coast Guard standard, or any defect which creates a substantial risk of injury to the public.

The new regulations, which may be found in the Federal Register, Volume 37, Number 151, Part III, are based on notices of proposed rulemaking published in the Federal Register earlier this year. "For the most part, the new regulations remain the same as those proposed this past spring, though we have incorporated a few changes suggested by the public during the comment period and at the public hearings held in May," said Rear Admiral A.C. Wagner, Chief of the Coast Guard's Office of Boating Safety. He went on, "All of our new regulations are aimed at reducing the rate of accidents, injuries, and deaths among America's boatmen. We feel that by establishing minimum safety construction standards for the manufacturers of boats and associated equipment, and by insuring as much as possible that boats are free from hazardous defects, the boatman can be better assured that his craft has been engineered with great attention to safety technology."

Copies of the Federal Register may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

Survivor Tells Of Ordeal At Sea

by Burton B. Hodgson
FSO-PUBS, Flot. 14

Members of Flot. 14 heard the story of an ordeal at sea from one of the three survivors of a Gulf of Mexico sinking who spent nine days on a life raft.

Thomas Rash, the featured speaker at the Flotilla's May meeting, was one of four Wilmington men aboard the IXTAPHA, a 52 foot twin- diesel motor-yacht, which broke up in heavy seas during a storm on the return trip of a cruise from the Florida Keys to Isla Mujeres, off the Yucatan coast. A fifth

crewman, Juan Puga, had joined the group at Isla Mujeres.

All five succeeded in boarding a rubber life raft as the cruiser began to take on water and sink. Their "Mayday" radio messages were apparently not heard and several times while on the raft, they sighted ships that failed to notice their presence.

Jack Denton, a marina operator and owner of the IXTAPHA and Harold Spaulding, both from Wilmington, left the raft and were lost at sea. Rash, Puga and Richard Antonio finally drifted to shore on an uninhabited island in the

Keys where they were spotted and rescued by a Coast Guard helicopter that was patrolling the area at the time. Rash, suffering from exposure spent a long recovery period in the hospital.

Rash's story made an impressive object lesson to his listeners, emphasizing the suddenness with which disastrous events can occur during severe weather.

The details of the IXTAPHA's sinking and the subsequent events can be found in the June, 1972 issue of True magazine, where they are featured in the article, "Five on a Raft --- and Then There Were Three".

NSBW Year Round Activity

By Robert F. Lyter, So-PUB/PR, Div. V

Here we are again with another year gone by and we are back to another National Safe Boating Week. We as Auxiliarists know that National Safe Boating Week is a year-round activity, not just one week.

What does National Safe Boating Week mean to you? Is it just a week that is set aside by the President of the United States signing a proclamation?

Granted it is only officially observed as a one week affair then forgotten, but we Auxiliarists know that we must, through our PE's and CME's, promote it year-round to make boating a safe sport for the new and old boater alike.



DCO Victor Baumeister had the honor of inducting into membership of Flotilla 45 Mr. and Mrs. Russell C. Appler at an informal Flotilla meeting held this past June. Appler is not new to boating organizations as he is best known for his outstanding work as Chairman of the Delaware Valley Safe Boating Council.

Photo by PFC Don Grabert

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