

Summer
1974

TOPSIDE

FROM OUR DIRECTOR

By LCDR W. Aliff, DIRAUX

I would like to extend my thanks for the gracious and warm welcome I have received since arrival and assuming the position of DIRAUX (SR).

The Change of Watch affairs and Winter Conference were outstanding examples of the hospitality extended by the Auxiliarists of the Third Southern Region and afforded me the chance to meet many of you personally.

I am looking forward to a rewarding tour of duty and shall endeavor to help, assist and administrate this office to the best of my ability.

We, the officers of the Coast Guard, are here in a sense to "quarterback" the Auxiliary. "It is your organization", the success or failure of the programs are dependent entirely on the membership and their efforts.

Looking forward to meeting many more of you as time goes by and to a highly successful year of SAFE BOATING.

ALAN'S ALLEY

By LTJG Alan Kegerise, Asst. DIRAUX

Bruce suggested in his recent TOPSIDE article that motivation is everyone's responsibility. A responsibility shouldered by member, Commodore and Director alike. That suggestion has provoked these comments — so consider yourself being motivated!

Courtesy motorboat examinations are unique with the Coast Guard Auxiliary. The CME program is a positive program, one which shapes our public image, one which affects the Auxiliary's character, one which provides a tangible service to boatmen and one which is currently causing a few headaches. How can a program with such virtues cause such distress? Unfortunately, only speculation has been offered as to why CME's have turned this program from pleasure to pain. The supposition, generally subscribed to by Commodores and Directors is that the abundance of regulations, regula-

tion changes, program changes and manuals covering such changes has turned active examiners away and deterred new examiners from becoming involved.

Headquarters has recently resurfaced a line from CG-289, "the courtesy examiner is not a Marine Surveyor." A point well taken. Further, Auxiliarists should be reminded they are not expected to have thoroughly memorized the Manual CG-289, for CEs are not Marine Engineers, rather, knowledgeable boatmen distributing useful boating information. This attitude is consoling but does nothing to insure against future technical modifications and burdensome administrative procedures.

Technical changes are inherent in growing industry such as boating. Although irritating, we must accept and adapt in order to maintain high standards of quality in each examination. "Burdensome Administrative Procedures" on the other hand do not have to be passively accepted for positive steps can be taken to correct this problem. For example, the burden of taking a requalification exam can be entirely eliminated if our participation in CME's were stimulated.

I'm not advocating a superficial bandwagon approach which will temporarily satiate statistic gatherers, rather, I'm suggesting we ALL resolve ourselves to participate on a consistent basis, even though minimal at times. Do you realize that if every member of the Southern Region did just one CME a weekend and one for each holiday this summer the 'end of year' total would be 150% more than ever recorded.

The qualification requirements for CEs, although cumbersome, are not insurmountable. To initially qualify, you must pass the examination and perform five (5) inspections under the supervision of a qualified CE. Thereafter, annually, you must attend a CE workshop and perform ten (10) CME's. If you fail to meet either requirement during the course of a year you must then take the requalification exam. If everyone would do 10-20 CME's and participate in a workshop annually, the hassel of requalification would be eliminated.

THAT'S LIFE

SOONER OR LATER, a man, if he is wise, discovers that business life is a mixture of good days and bad, victory and defeat, give and take. He learns that . . .

- it doesn't pay to be a sensitive soul - that he should let some things go over his head.
- he who loses his temper usually loses.
- all men have burned toast for breakfast now and then, and that he shouldn't take the other fellow's grouch too seriously.
- carrying a chip on his shoulder is the easiest way to get into a fight.
- it doesn't matter so much who gets the credit as long as the business shows a profit.
- buck-passing usually turns out to be a boomerang.
- it doesn't do any harm to smile and say, "Good morning," even if it is raining.
- a lot of other fellows are as ambitious as he is, that they have brains that are as good or better, and that hard work and not cleverness is the secret of success.
- most bosses are not monsters trying to get the last ounce of work out of him for the least amount of pay.
- the gang is not any harder to get along with in one place than another, and that "getting along" depends on about 98 percent of his own behavior.

—Anonymous



REMEMBER
CAPE MAY
RENDEZVOUS
20-21 SEPTEMBER 1974

DIVISION & FLOTILLA NEWS

DIVISION I

A FIRST IN THE FIRST STATE

Flotilla 14

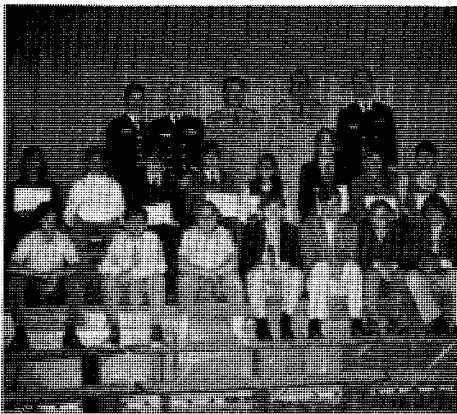
By John Evans, SO-PUB, Div. I

Sixteen students at the Ogetown Middle School have the honor of being the first in the State of Delaware to receive the new United States Coast Guard Auxiliary Boating Safety course, specifically designed for middle school students.

Each year across the nation flotillas of the United States Coast Guard Auxiliary offer free boating safety courses to the public. These courses are taught by experienced boatmen who have been trained in the latest techniques. With the realization that boating is a family sport and that the wife and children no longer are left out, the Coast Guard Auxiliary designed a course specifically for young people. The course received its first presentation in Delaware at the Ogetown Middle School.

The Ogetown graduates of the USCGAUX course are David Martin, Billy Verbamas, James McLaren, Tim Scarbouch, Stacy Coasta, Colin Walls, Robert Hill, Dale Ebersole, David Beamer, Steve Heun, Kevin Barker, Charles Kelly, Fred Biesecker, Bobby Woodard, Gary Russnak and Jeff Lord.

Each of the sixteen students was presented with a United States Coast Guard Boating certificate at a special assembly held in the Ogetown auditorium.



Participating in the presentation of the U.S.C.G. AUX. Boating Safety course were: John Evans, SO-PUB; John Hopkins, IPDCP; Erwin Wegert, FC-14; Mary Clare Bowls, FC-13; Frank Sumner, VCP; and Dick Hudson, DCP.

PROJECT ONE MILLION

By Thomas Dowling, FC-18

After several months of unsuccessful effort to get even one Boy Scout Troop to listen to what we had to offer in the Public Education Course, I found a Girl Scout Troop that was very interested.

"Project One Million" was conceived in 1971 by the Coast Guard Auxiliary National Headquarters. Our goal was and still is to give Boating Safety Information to One Million Scouts. Education is our greatest problem and our finest opportunity. We know from boating accident reports that human error is the principal cause of boating accidents, although isolating the exact cause is frequently very difficult. Although an accident may result from lack of information (such as weather), or from a lack of experience or competence, or poor judgement, most often it is just lack of "know how".

Last year when I was getting my equipment ready for a lesson on charts (part of the Boating Safety and Seamanship PEC) I interfered with a Girl Scout Troop meeting. In attempting to apologize, I found to my surprise, that they had been trying to find someone to give a Boating Safety Course to them. As a result, we developed four 30 minute programs to fulfill this need. Since then nine other Troops have taken this course.



First Day: Film, "A Day with Annabelle", the story of a new boat and her new crew. Slide talk on "A Safe Way to enjoy boating".

Second Day: Film, "Find A Float". How three preventable accidents happened. Slide talk on PFD's (Personal Flotation Devices) followed.

Third Day: Film, "From Where I Sit", "A Lifeguard's Day". Slide talk on Weather, Fires and Explosions, and Boating Regulations.

Fourth Day: Film, "National Water Safety Test" featuring Pat Paulson and Bud Wilkinson followed by Award Certificates.

The above programs normally take a little over 30 minutes to present. In this way we do not interfere with the Troop program, yet we cover all the required subjects.

If any Scout Leader (Boy or Girl) is interested, please call me at 302/762-0744, and I will put them in touch with the nearest Flotilla.

CME STATION

By Thomas Dowling, FC-18

On 20 April 1974, Flotilla 18 had a CME Station at Anchor Marine, 3815 W. 9th St., Trainer, Pennsylvania. The station was open from 0800 to 1600 hrs., 10 Examiners and one CME Examiner in Training took part.

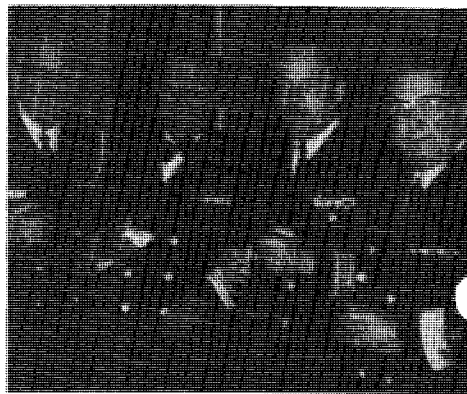
DIVISION II

Flotilla 21

By Harold S. Lybrand, FSO-PR

On Saturday, 9 March 1974, Division II enjoyed a very successful Change of Watch Dinner at the Officer's Club located at the Willow Grove Air Station, Willow Grove, Pennsylvania.

Honored guests included DCO Joseph L. Krager, Jr.; VCO Lloyd Furber; LCDR William Aliff, DIRAUX; DC R. B. Malis; LTJG Alan Kegerise, Asst. DIRAUX.



Left to Right: VCO Lloyd Furber, DCP II R. B. Malis, LCDR William Aliff, DCO Joseph L. Krager, Jr.

Flotilla 21, continued

"THE STORY OF THE BONES"

By Harold S. Lybrand, FSO-PR

There are the "Wishbones" who spend their time wishing some one else would do the work.

"Jawbones" do all the talking but nothing else.

"Knuckle-Bones" knock everything any one else tries to do.

Then there are the "Backbones" who get under the load and do all the work.

WHICH "BONE" ARE YOU?

DIVISION III

LESS FUEL! MORE RESCUES?

By Harold Carpenter & RE. Beecroft, Div. III

An excerpt from the Bridgeton Evening News. "While fuel shortages (or high costs) will undoubtedly reduce volume of pleasure boat traffic in 1974, U.S. Coast Guard and Coast Guard Auxiliary officials are apprehensive that "boats in distress" situations may be intensified.

The paradox stems from two potential factors: (1) that more boats embarking with inadequate fuel supplies and overextending their run or encountering adverse sea conditions will be unable to make port under their own power and (2) there will be fewer "good Samaritan" passersby to shepherd their disabled fellow-boaters to safety.

In anticipation of increased urgency for search and rescue services on the Delaware River and Bay, Coast Guard officials of Group Gloucester and Group Cape May have asked the auxiliary to provide more scheduled SAR patrols with their privately-owned boats over weekends, May through October.

At a meeting of the auxiliary's division three staff in Salem this week, Salem, Bridgeton, Millville, Vineland, and Westville flotilla commanders were urged to stress operational participation by members of their units. Division captain, Walter Strack, and district staff, chief for operations Robert Hunter cited that the sector from Delaware Memorial Bridge to Delaware Bay headwaters has been a historically critical area due to Delaware River and C&D Canal traffic flow and to shoals, submerging jetties and other hazards.

Because of its vast expanse, dangerous sea conditions in foul weather and isolated harbor facilities, the Delaware Bay is another problem area. Coast Guard Group Cape May has responsibility for SAR operations up to Ship John Shoal Light and

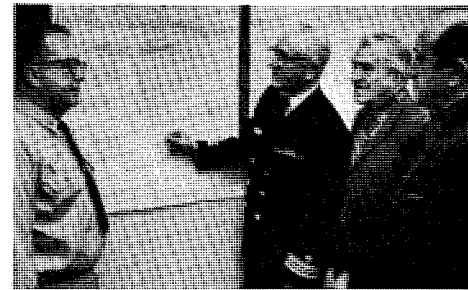
Cohansey River. Group Gloucester's responsibility includes the upper bay down to Ship John Shoal.

While Gloucester stations a 40-foot patrol boat at New Castle, Del., on weekends through the summer season, and Cape May has a unit based at Fortescue, the remoteness of upper bay waters and vastness of area make it impossible for Coast Guard boats to have onscene patrols everywhere at all times.

Formulative plans proposed at the division three meeting were to schedule noon to sunset weekend patrols of the upper bay out of Cohansey River and similar patrols of the river from Hope Creek to Delaware Memorial Bridge, out of Salem.

Boats which operate as "official patrols" under Coast Guard orders are reimbursed for fuel consumption and subsistence (meal) costs. They are also covered for liability and damage claims. Qualification for such service includes special standards of ability and equipment, including radio facilities. However, all auxiliary boats passing facility examination are encouraged to participate in "unofficial" safety patrols while not under orders.

Special effort will be made to obtain priority status for auxiliary boats to obtain fuel for this missions."



Plans for a busy season on marine search and rescue patrols in the lower Delaware Valley are being surveyed here by Coast Guard Auxiliary officers, from left: Eugene (Pete) Hoff, F.C. Salem Flotilla 38; Robert Hunter, DSO operations of the Third C.G. District (SR); George Ladner, Flotilla 32, Westville and Robert Rau, Third Division Staff Officer.



Marine search and rescue performance of Walter J. Smith of Pennsville, earned him top honors among all Coast Guard Auxiliarists of the Third C.G. District (Pa., Del., and N.J.) including trophies for operations activity and for greatest number (73 cases) of assists to distress boaters in 1973. Congratulating him is Walter Strack (right) of Collingswood, who himself earned a plaque for most Courtesy Boat Examinations conducted. Smith is a veteran member of Flotilla 38 and a past District Staff Officer. Based at Fortescue, New Jersey, his boat Salt Shaker II is prominent for search and rescue feats all over the Delaware Bay.

Flotilla 32

By Dolores Pierce, FSO-PR, Flot. 32

Flotilla Commander W. C. Angleman received, for the 3rd SR 1973 Directors Honor Roll, an award that Flotilla 32 has won for the second year running. Mr. Angleman's real love in the Auxiliary is teaching. Due to his inspired teaching in the Auxiliary he has gotten several hard working Auxiliarists from the Public Education Classes, yours truly and my husband included.

Division Captain Walter Strack received an award for over 125 Courtesy Motorboat Examinations for 1973 which he has received several times previously. Good work Captain! Captain Strack is a firm believer in Boating Safety and is a man dedicated to promoting boating safety in the Auxiliary and also in the Delaware Valley Yacht League of which he is a past President.



Flotilla Commander W. C. Angleman on the left and Division Captain Walter Strack on the right.

POSTER CONTEST FLOTILLA 32



Photo by Dolores Pierce, FSO-PR, Flot. 32

Pictured left to right are Carole Van Wyk-grade 2, Paul Petrille-grade 5, Denise Wood-grade 3, Darlene Stetler-grade 6, Kathy Murray-grade 1, John Westog-grade 6 and Dolores Pierce FSO-PR of Flotilla 32, Division III. Not pictured at that time was Michael Vulpio-grade 4.

All of these children along with their school, participated in a poster contest initiated by Dolores Pierce for the purpose of entering the winning posters at the contest held at the North East Rendezvous.

These seven children were awarded certificates for their achievements and were taken on a tour of Base Gloucester to witness radio communications, view the different Coast Guard boats and learn of their duties, visited the different workshops on the base and had a question and answer session in the pollution office. An exciting and informative time was had by all.

DIVISION IV

Flotilla 42

By W. Rawding, FSO-PR, Flot. 42

Recently a meeting was held at the Colonial Bank Building in Havertown for members and guests of Flotilla 42.

Ensign Allen Kegerise was present at this meeting and outlined to the members of Flotilla 42 some of the changes that are to be made in the reporting of certain records to the District and its members.

Their was a second distinguished guest present at this meeting, Col. Arthur Brenner of the United States Air Force.

A very interesting meeting was in store for the members whereas John Harriman who heads the Main Line Scuba Diving Group gave a most enlightening talk on his experiences of scuba diving along the Coast of New Jersey. The slides that he presented showed many of the old wrecks that his group has explored during the years as well as slides on the detonation of a world war two mine by the Coast Guard last summer.



Left to right Commander George Fender, Vice Commander Ralph Bolger, and Ensign Allen Kegerise.

DIVISION V

By Ralph E. Curtis, DCP, Div. V

Now that the first Quarter is behind us, this should be a good time to evaluate ourselves, our efforts, and our achievements. Let us ask of ourselves: "WHAT HAVE I DONE FOR THE BENEFIT OF THE WORLD, THE COMMUNITY, OR FOR THE GOOD OF HUMANITY."

I was once asked to accept a position with a very large international corporation, a position requiring extensive travel - offering a very high salary and an expense account.

I found it interesting to note that one major area of interest on the application-resume was associated with the above question. There were two full pages allocated to reply space for this topic, and also a third page requesting names of organizations to which you belong or have belonged, with offices held and accomplishments by your person.

In later discussion with this corporate executive, I was left with the impression that if a person could spend thirty or more years in this world and not be able to recall any actions, deeds, or accomplishments that were not self serving, or could cite no achievements benefiting his fellow man, then surely, he does not stand very tall in the measure of a man, nor is he the caliber of person in which his corporation would be interested.

Surely, as an auxiliaryist, you have many opportunities, over and over again, to fulfill yourselves in the above area; and as the records show, most of you are doing just that. In that respect, I say: "Keep up the Good work." For any of you that may feel a void in this area, I say: "Take the Challenge, Do something for Free as many times as possible for a Thirty Day Period and I will Guarantee that you will be amazed at how Rewarding it can be.

SUMMER HERE SUMMER GONE

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

Here we are again with summer upon us and the boating season in full swing. The long winter months are over and we are doing what we have been waiting for all year, out enjoying ourselves boating, whether it be pleasure boating, running Official Patrols or Safety Patrols. A lot of the Flotilla's in the Division have suspended or greatly reduced their indoor activities and classes. Of course, the good summer boating is just too short for us to really enjoy the boating that we would like to do, as there are not enough weekends, holidays, etc. By the time that you read this article the summer will all be but over and our thoughts will be of stowing our boats for the long winter months. Wouldn't it be nice to have 12 months of boating such as in Florida, but then would we be conducting the public education classes that we are doing so many of in our area.

At the present time we are fast approaching National Safe Boating Week with all of the special plans that the Flotilla's have laid out for this week, Public Displays, CME Stations, Outings, Demonstrations, etc. I am

sure that whatever they are they will present the Auxiliary to the boating public. It seems ashame that the public only recognizes Safe Boating Week only one week of the year instead of every week of the year, but again it might be cause for some dull patrols with no one to assist. Wouldn't it be nice to go out on patrol and have nothing to do if everyone practiced safe boating.

Of course, all good things must come to an end with the closing of the summer months and we return to our classrooms and on with the work of classes. Also, we must remember that now is the time to look over the field for the new officers that we will want to be electing in the very near future to lead our Flotillas next year. My, how the time just seems to fly by.

On behalf of Division V here is hoping that you have a Safe and Enjoyable summer of boating.



FLOTILLA CALL

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

Flotilla 51 has been very busy with its PE classes during the early months of the year. Now that spring and the boating season is here we are setting up and manning CME Stations at the various Shopping Centers in the Harrisburg Area. At the recent Division Change-of-Watch Flotilla 51 received the coveted Division MGR Globe award for the year, plus numerous awards for Public Education and Operations. On Sunday, March 31 Vice Flotilla Commander Robert E. Miller suffered a heart attack at his home. We wish a speedy recovery and return to his proper place at the helm of the Flotilla. Until he is able to resume his duties, John Keeler, FSO-MT has been appointed as Acting Vice Flotilla Commander in addition to FSO-MT.

Flotilla 52 held its annual Seafood Party and meeting on April 15 at the Distelfink Inn in Lancaster with a program by the Pennsylvania Fish Commission. At our meeting in March we had a program on "Spring Boating Outfitting" as presented by James Thorbahn of Hartman & Lapp. On April 19 and 20th we held a CME Station at the J.C. Penney's Store in the Park City Shopping Center.

Flotilla 54 with FSO-MT Diven held a Training Session for new instructors after the meeting in February with 6 prospective instructors in attendance. MT Diven is also going to put on a session for Courtesy Examiners after the March meeting. We are not only instructing our own members but are running courses for the Public at Caterpillar Tractor Co. and also for the Scouts a 3 lesson class which starts April 22.

Flotilla 58 took the invitation following a recent Division meeting to hold an outing at Hickory Farms. The Flotilla was on a Cheese Safari at Hickory Farms Store in Park City Mall, Lancaster with 33 members and guests



Flotilla 58 at Hickory Farms, Cheese Safari.

enjoying a very pleasant evening. We are at present holding public education classes at the American Legion in Columbia and also classes for the Scouts. At a recent Flotilla meeting we have come up with some ideas of interest that will help to keep the interest of the members. There has been an increase in our Courtesy Examiners, and we hope to top last years' total.

Flotilla 5-10 is off and running. FC Piotrowski got off to a fast start after assuming command and has maintained a brisk pace ever since. Operations, Membership Training and Courtesy Examination schedules are set up and under way. Thirteen members attended the Winter Conference at King of Prussia. On this occasion Russell L. Kressler and James R. Hammaker were presented with the Coast Guard Plaque of Merit, issued by the Commandant, USCG, for their skill, dedication and performance, at the risk of their own lives, in rescue operations during the Agnes flood of 1972. Edith Kase and June Kressler received letters of appreciation for their work and assistance during the same disaster. Kathryn and Charles Bigart, FVC and CU respectively, resigned because they are moving to Virginia. A social was held at the Piotrowski home to see these two active members off - with regret. Several PE courses have been completed, others are underway and/or scheduled. SAR demonstration on a large scale will be held at Harveys Lake on July 14. It is expected that between 1500 and 2000 persons will witness these activities which will include aircraft, helicopter, 2-way radio and every type SAR operation, plus a water skiing exhibition. Plans are near completion for the Rendezvous at Havre de Grace, Md. on August 3rd and 4th. The committee for the Bloomsburg Fair is hard at work and reports that space has been obtained and will be shared with the Coast Guard.

NORTHEAST RENDEZVOUS 1974 - A SUCCESS EVENT WITH LOTS OF FUN

By Mildred G. Tebbs, Division V

Safe Boating is Fun! Northeast Rendezvous was that and more. Long will be remembered that weekend filled with nostalgia, laughter, excellent food, and good old USCG Aux. commaradiere.

The fun started at the Commodore Party Friday night with many hardy, robust voices raised in song. Bud Troiano's accordion made us sound almost like pros.

Then how about that cook-out Saturday, all that good food and cold beer. Little did we know they intended to fatten us for the kill. Those games! Don't know who had the most fun, the contestants, judges, or the spectators. (Who locked up those P.F.D.'s? What judge couldn't keep up with a certain Commander running the rules of the road course? And don't you still chuckle when you remember our gals heaving those lines?) Well, it was great fun! We were on land and no one was in danger. Who says Boating Education drills can't be fun?

Next came Safety Sam and Safety Sal. Good show Flotilla 51. No wonder Division V adopted Safety Sam and Safety Sal as their Safe Boating ambassadors. Bet all of you recognized everyone of those other boating clowns. Scary isn't it? But then that's why we're all working for safe boating - Right?

Speaking of Safe Boating, didn't the future generation of boaters make it almost impossible to pick the winner of the NSBW Poster Contest? The perfect formula was evident, lesson well learned plus imagination.

What happened next? Well they announce a Fashion Contest. Boating attire from past, present, and future. Never before was "from the ridiculous to the sublime" so understated. We all just came to attention with a HO! HO! HA! HAA! HA! UM. UMM. UMMM? WOW! You had to see it to believe it. The judges are still running.

Our day was full and fun but there's nothing quite so rewarding as an evening of dinner and dancing with the USCGAUX. There is always the friendship, sincerity, sense of belonging and of working together. You can gaze around the room and see our officers from the Top Command to the aspiring flotilla staff. When you realize how much they have given of their time and selves, in the interest of safe boating, you just have to be proud of belonging.

To them and all who helped make this day a success. A sincere THANK YOU!

From your Northeast Host Division V.

DIVISION VII

By Gregory Hewlett, SO-PR, Div. VII

Division VII has named Patrick V. Simon, a junior at Southern Regional High School, as its primary candidate for a visit to the Coast Guard Academy in New London, Connecticut the week of 21-26 July 1974.



Patrick V. Simon

Edward T. Marshall, Division Captain, and Anthony Calabro, Division Staff Officer for Project AIM (Academy Introduction Mission), said the 17-year-old son of Mr. and Mrs. William D. Simon of Barnegat, New Jersey, had been chosen from seven applicants considered by a 5-man Interview Board of Auxiliary officers.

Simon, a 5-11, 160-pounder, is both a good student and a good athlete, emphasizing football (split end and defensive end) and track (100 dash and intermediate hurdles). His special interest is oceanography and the Academy is his first choice for college. He's had previous contact with the Coast Guard Auxiliary as he and his parents are graduates of the 12-lesson Boating Safety and Seamanship Course given by Flotilla 7-12.

Ranked as alternates by the Division VII Board were Kevin J. Cooper of Bayville, Central Regional High School; Kenneth P. Peters, Tuckerton, Southern Regional; Rodney C. Jackson, Bayville, Central Regional; Paul Lahann, Bayville, Central Regional; Brian J. Cunningham, Lanoka Harbor, Central Regional, and Vincent Moore, Seaside Park, Central Regional.

Division VII's Flotilla 7-12 seems determined to keep its place as the Auxiliary's foremost unit in the area of support missions.

In his end-of-May report to the SO-OP, the FSO-OP of 7-12 reported 274 support missions (1,097 hours) for the first five months of 1974, all of it in the form of COM Watches at Coast Guard Stations Barnegat and Beach Haven. These totals were considerably ahead of the 232 missions and 932 hours marked up for the same period of 1973.

According to available records (and the claim has not been challenged), 7-12 has led all flotillas in support missions during the three years since its chartering in March

1971. Its members cover the daytime COM watches - 0800 to 1200 and 1200 to 1600 - five days a week and the 1600-2000 shift once a week at Barnegat the year-around, and carry out a less rigorous schedule at Beach Haven. Last year's total came to more than 660 watches and more than 2,600 hours . . . and this year's rate will surpass that achievement.

The FSO-OP's report shows, incidentally, that an even dozen of 7-12's members, or about a third of the membership, are taking part in the support mission program. Because they're able to take 3-4 watches a week, John T. Elsroad and Gregory Hewlett, both past Flotilla commanders, lead the group with 75 and 73, respectively. Joining them in doing the job are Tex Pearson (now deceased), Fred Gehrke, Harry Alverson, John Daunis, George Jones, FC, Bernie Cole, Charles Jensen, Ham Harris, Manny Greenwald and Warren Beaumont.

NEWS OF A GROWING FLOTILLA

By Robert G. Reese, FSO-PUB, Flot. 71

On June 16, 1974 Flotilla 71 had a picnic at the home of Mr. & Mrs. Ray Klett, celebrating its first anniversary. In attendance were the Captain of Division VII, Edward Marshall and Mrs. Marshall; Division Training Officer, Edward Bitter and Mrs. Bitter; Les Conrad, our friend from Flotilla 7-11; Flotilla Commander, Dick Steele; Vice-Commander, Marion Burch; all staff officers and, of course, our gracious hostess Lorraine Klett, our Recording Secretary.

This occasion gave us a chance to all join in reaffirming our dedication to the U.S. Coast Guard Auxiliary and safe boating through education.

A busy summer is planned for Flotilla 71 with our safety and official patrols. Also, plans have been made for numerous CME days at various marinas.

The Flotilla also is forming plans for an informative slate of public education courses under the direction of our new PE Officer, Christain B. Grey.

All in all, a growing Flotilla is on the move!

LET'S MAKE OUR RENDEZVOUS AT CAPE MAY

DIVISION VIII

By Warren E. Fox, FSO-PUB

Ocean City's Flotilla 81 had a three lesson boating class for the Boy Scouts of Troop 79 of Upper Township, Cape May County. Taking the course right along with the boys were the Scoutmaster Clark Webb and Asst. Scoutmaster Wilfred Z. Lea. The instructors were Robert Garrod, Bailey Tompkins, FVC Carl Madden and Clay Dorsey who took the picture in the Flotilla's headquarters.



Down Ocean City Way



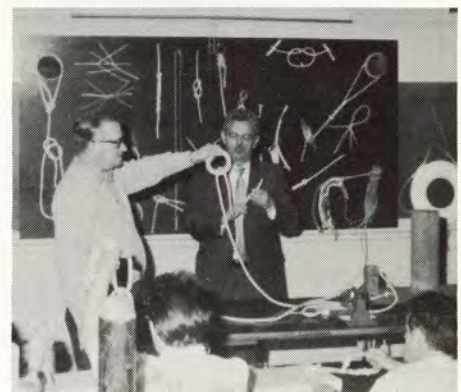
MTO and Instructor E. Clayton Dorsey of Flotilla 81 spends his afternoon setting up his slide projector and arranging the slides in the proper order, and loading the movie projector so all systems are "go" for his evening presentation.



The Training Aid he made to suit the area of the boatmen's activities and to involve all the various marking devices makes the presentation comfortable for the instructor and easily absorbed by an interested audience.



Dr. Edward P. Buckley did a wonderful job with Rules of the Road and MG&R Adella Stolzer makes her pitch for prospective memberships.



Warren Fox demonstrates the construction of the anchor bend with the assistance of Frederick Freeman serving as "anchorman". Fred earlier conducted a presentation on Safe Boating and the Legal elements. The knot-board Warren made was novel in that it depicted the construction process as well as the finished product and it's use. The knots are "restricted-mobiles" that learners may handle but not disassemble.



Then there was the Boat Show in Atlantic City's Convention Hall where super-salespersons like Div. VIII's Capt. Joseph Kelley, DWAC Adella Stolzer, 81's FC Robert Garrod and the affair's progenitor Div. XIII SOPE Ed Morton did their best to sell the Auxiliary and Safe Boating. Other Auxiliarists from Div. VII conducted Boating Classes in another area.



DIVISION X

HOME SHOW BOOTH

Flotilla 10-5

By Eleanore P. Stein, FSO-PB

For the fourth consecutive year, Flotilla 10-5 had a booth in the Pottstown Home Show held 21-27 March 1974. This was a seven day show and was open weekdays from 5 pm to 10 pm and Saturday and Sunday 2 pm to 10 pm.

We built a new booth and manned it during all show hours. We had at least two to four members on duty during show hours, a total of 120 man hours.

The purpose was to enlighten and show the requirements for our BS&S Course, AIM Program, Safe Boating and our CME Examinations and to distribute pamphlets covering these activities. We also had registration books for BS&S and CME. Approximately 28 people registered for the BS&S Course.



FC Charles (Chill) Frederick and Harvey Smith.

Our booth featured a full size boat and all the equipment required for our CME Examinations. The members who helped man the booth were FC C. Frederick; VFC L. Fegely; VCP L. Weaver; PDCPC. Stein; SO E. Stein; FSO R. Wade; PFC W. Weatherhold; FSO W. Lippert; Harvey Smith; Pete Yanos; Robert Coldren; Charles Grisdale; Stanley Frederick; Harold Keppen.

Our information was well received by the approximately 25,000 people who attended the show and we hope to have another booth next year.

NEXT TOPSIDE DEADLINE
AUGUST 30th.
WHAT HAS BEEN YOUR
FLOTILLA SUMMER ACTIVITIES?

DIVISION XIII

QUANTITY VS QUALITY

Submitted by E. J. Morton, Flot. 13-3

Following is a reprint from the "HELMSMAN", a monthly newsletter of Flotilla 13-3.

"The Webster definition of Integrity is as follows: "That quality of being of sound moral principle, honesty, and sincerity". Somewhere along the line some members of the Auxiliary have lost sight of this very admirable principle which, I'm sure, the Founders of our organization intended us to follow. Possibly this is the result of the "New Morality".

This laxity in principle shows up most frequently in Courtesy Examinations where we do not always give our fellow boatman a "fair shake" in a complete and accurate inspection of his craft. When you do not open the hatch for engine and ventilation inspection or you approve a fire extinguisher with the gage in the "red" you are not only doing him a disservice but you are hurting yourself and the entire CME program by misrepresenting the safe condition of the boat. Every check on the CG-2901 over your signature means you personally verified that condition to be true.

Again we have cases in the public education field where a student did not attain a passing grade in the final examination but was given a certificate regardless. This is obviously not the way to keep the quality of our education program at the high level I'm sure everyone wants it to be. It is much better to give that student some private tutoring and then let him retake the examination.

Even in the field of membership activity awards, the tendency is to add a few unearned points to a member's score to push him into the Certificate class. The District goal is *not* to just hand out an award but rather to have the member truly earn it.

The underlying reason for a lot of these conditions undoubtedly stems from ever increasing quotas which might seem to justify a member shrieking a complete job to meet that quota. To meet a quota without truly doing a conscientious job is definitely not the desire of the Director of the Auxiliary.

Let's all continue with the feeling of honest accomplishments that a job has been completed and well done and keep "Integrity" in the everyday duties of the Coast Guard Auxiliary. However, Quantity and Quality can be attained if we try just a bit harder."

DATE/TIME/PLACE

By W. S. Loomer, Flotilla 13-8

On 26 August 1973 at 1330 Hours in Barnegat Bay, one mile off the Forked River channel entrance light, I was onboard my 22' sloop, the Matelot, with my wife Mary Loomer, Ruth and Robert Jackson as crew. The sails were hoisted but we were becalmed and drifting. About twenty-five yards away there was another sailboat, the 20' sloop Melanie, without sails hoisted and also drifting.

We were attracted to the other boat by screams of help from a young boy standing over the outboard engine mounted on the stern.

We motored to the Melanie and as we came close I realized that the boy had caught his hand between the engine and engine mount while apparently attempting to lower the engine. We also became aware of an adult male lying in the cockpit of the boat.

We came along side and I transferred to the other boat. I disengaged the locking device, raised the engine and freed the boy's hand. He sustained a couple of cuts and his fingers were badly bruised. He was in pain but did not require any immediate medical attention other than the first aid I was capable of applying.

The boy, Bert Laub, Jr., age twelve of Tom's River, explained that the man lying in the cockpit was his father Bert, Sr. His father was a diabetic and was having a reaction which produced a coma-type condition.

I positioned Mr. Laub in the cockpit so as he would not injure himself. The boy did not respond to my questions concerning any medication that I could administer other than that they had "run out of orange juice."

I motored the Melanie to the nearest known point of assistance, the Southwind Marina at Forked River. About the time we arrived at the Marina Mr. Laub regained consciousness and stated that he did not require any medical attention.

The Laub family was notified and Mrs. Laub arrived in a half-hour; she gave her husband orange juice which brought about a remarkable recovery. When Mr. Laub felt up to it we motored to his Marina and secured the boat.

I am happy to say that other than a couple of bruised fingers and a few anxious moments a bad situation became a boating incident without loss of life, serious injury or property damage. However, there must be a lesson here somewhere, just look at some of the if's:

The boy could have severed his fingers when he was attempting to lower the engine.

The boy might have passed out with the pain and never attracted our attention.

Any boat under power unless passing close would have never heard his cries for help.

Division XIII, continued

The father could have fallen over the side and drowned; the boy being caught in the engine could not have given any assistance.

I might not have known how to disengage the lock and therefore further hurt the boy's hand while fumbling with gadgetry.

If my wife and friends had not been along to handle my boat, I might have had to tow or anchor one of the boats; more time lost.

Last but not least, if it had been anything but a calm sea it could have been a whole new ball game.

OUR LADIES

By Lenore Roush, DWAC

Well Fellow Auxiliaries, that time is here again to let you know what is being accomplished by the ladies in the 3rd (SR).

According to reports received, we have increased in Membership, Instructors, Courtesy Examiners, Officers and Committees. Our membership is now 531. I am very pleased with this increase, but, I am sure we can do a lot better if we can just get the men to try and get their ladies interested.

We had a very large turnout of ladies at the Winter Conference and I am hoping those who attended the Public Education Workshop and Courtesy Examiners

Workshop that more gals will become Instructors and Courtesy Examiners.

The time is approaching very fast when we will be out examining boats. Let us try and go over the top of last years examinations. We like to get as many as possible, but remember as was mentioned before, **QUALITY AND NOT QUANTITY** is what we want most.

On the subject of examining boats . . . Be sure you are properly attired. Do not mix civilian clothing with Auxiliary clothing.

A fine attire for examinations is the culottes. These may be white, blue or some are wearing tan. The khaki color is not an authorized color as yet for the ladies, but I am going to find out about the khaki culottes and see if they can be worn. Until then, how about the blue or white? If you would like to make the culottes, the pattern number is: Simplicity #9180. The shirt number is: Simplicity #8099. For you who are able to sew, this is a practical and inexpensive outfit.

Another item which has been discussed is the wearing of the Blue Blazer and Grey Skirt. This uniform can be worn the year round. Here again if you can sew, is a uniform that can be made and is inexpensive. A plain white blouse, plain black pumps are worn with this uniform. The black pocketbook is carried and no hat is worn. The numbers for the patterns are: Blazer-

Butterick #5527 and Skirt, Simplicity #8397. The material is blue flannel, tropical worsted or a similar commercial blend. The skirt is grey of the same material. The skirt may be A line, pleated or plain. So, go to it gals and have a sewing circle.

A materials booklet will be available before too long. This booklet will have pictures of material available from the Materials Officers in District, Division and Flotilla. A separate price list will be included. Many favorable comments have been heard on this project.

In closing, may you all have a **HAPPY AND SAFE BOATING SEASON.**

CAPE MAY RENDEZVOUS FIRMS DATES

The rendezvous at Cape May has been changed to 20 and 21 September 1974 due to the conflict of dates with the Fall National Conference. DCO Krager has been requested to address the graduating class on 20 September 1974.

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