



TOPSIDE

Vol. 6

WINTER 1971

No. 3



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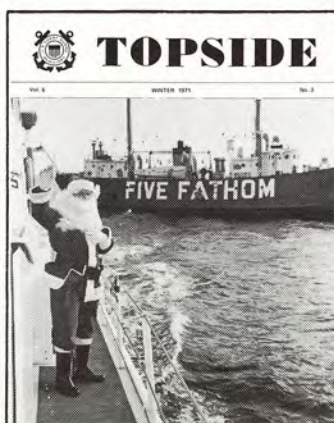
BOY SCOUT LIAISON OFFICER

CONTENTS

FEATURES	PAGE
COMMODORES	3
DIRECTORS	4
NEWS FEATURES	5, 6, 9, 10, 19
STAFF OFFICERS	7, 8
CHARTING POLLUTION	11, 12, 13, 14
CANDID CAPERS	14, 15
DIVISIONS	16, 17, 18

DEADLINE DATES

15 FEB, 15 MAY, 15 AUG, 15 NOV



ON THE COVER

Santa Claus (PDCP Russell L. Higgins) waves a parting goodbye to the crew of the CG Five Fathom Lightship after paying the ship a visit to spread Christmas cheer as part of Flot. 83's annual operation "HO HO HO." The operation under the leadership of PDCP Nissen includes visits to the Coast Guard personnel on isolated stations in the Delaware Bay area and the lightship which is stationed 18 miles off Cape May. (U.S. Coast Guard Photo)

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District
Commodore

Victor F. Baumeister



District
Vice
Commodore

Joseph L. Krager

INVOLVEMENT – Let's talk about an important word. Believe me, most of us let too many years slip by before we become fully aware of what this word *INVOLVEMENT* can and does mean to us. Some of us never understand its meaning.

I think it is pretty obvious to most of us that for nearly everything we do, we get back just about as much as we give. If we give a lot of ourselves, of our time and effort, we generally get a return on this, because somewhere, sometime, someone will give of themselves to assist us.

Those of us who have spent hundreds of hours in Auxiliary work know the meaning of the word *INVOLVEMENT*. We know that wonderful feeling, the sense of accomplishment, when a skipper comes up to us and thanks us for bringing in his disabled boat, or for reminding him of equipment needed or for teaching him how to read a chart.

Last year, according to our national cumulative summary, we saved 527 lives. What an accomplishment for a group of weekend sailors!

Just for the sake of argument, supposing we as a national organization of over 30,000 members had only saved 27 lives last year. Even that figure is a great accomplishment. 27 people today owe their existence to a group of people who were willing to get involved in a problem and take action on that problem.

How often have we heard the words, "There's nothing for me to do." As a member of a Flotilla, insist on being given work to do. Tell your Flotilla Commander to study page 192 of CG-305 and then honestly convince you there's not too much to do. Expect your Flotilla officers to perform, to involve you in as many programs you feel you can handle satisfactorily.

We speak of Auxiliary growth. There is not one Auxiliary member today who can look about and not realize the immense need for more working Auxiliary members in the field.

We speak of retaining present and future Auxiliary members. *INVOLVEMENT* is the key word here. A member should be given, by his Flotilla officers, a broad picture of the many areas in which he or she can serve. There are areas yet untapped which will become future areas of service for our organization. Some of you will eventually be responsible for finding new areas within which to serve our boating public and ourselves.

The word *INVOLVEMENT* should be a root concept for Auxiliary basic operating philosophy.

I would like to take this opportunity to thank the members of the District Board for according me the privilege of serving the Third Coast Guard District (SA) as your Vice-Commodore for the next nineteen months.

As we review our accomplishments for 1971 and establish our goal and objectives for the 1972 season, there will be to some degree a new look in our major programs of Public Education, Membership Training, Operations and Courtesy Motorboat Examinations. It is also expected that many of our District Staff Officers will inject some new ideas and concepts to their programs.

We must remember that the Auxiliary accomplishes its missions through its membership on the Flotilla level and their contribution and interest determines how successful we can be. Our Division and Flotilla elected officers assume a substantial responsibility for coordinating and initiating efforts in the many facets of Auxiliary work. The appointed officers on the various levels have a specific responsibility, most of which requires coordination of efforts with other staff officers and the membership in order to promote and assure a successful team approach.

During the first half of 1971, the Third District (SA) increased its membership substantially. Let's continue its growth in order to successfully meet the needs of the boating public. I invite each Auxiliarist to not only join in our efforts to extend his or her time and interest, but to encourage other boaters to join our organization and assist us in advancing our services to those engaged in pleasure boating.



LT Joseph Tamalonis, USCG, (l.) is shown by CDR M. Tubella, DIRAUX, 3rd (SA), the area of his responsibility after having reported aboard as Assistant Director of Auxiliary for the northern and western part of the Third (SA). The new Asst DIRAUX, whose offices are in Harrisburg will have Divisions V, X and XI under his jurisdiction.

Director of Auxiliary

CDR M. Tubella, Jr.



Asst. Director of Auxiliary

LTJG B. W. Herdman



The Third Southern had a very productive year in 1970 as indicated in my article for the summer edition of TOPSIDE. To continue this topic further, I am very pleased to report to you, that the members of the Third Southern, have worked even harder in 1971 as evidenced in the following statistical comparison of our most important programs with the percentage increase or decrease in productivity as indicated:

Period Ending	MG&R	+ or -	CMEs	+ or -	PECs	+ or -	AdvCus	+ or -
31 Jul 70	155		7224		4042		109	
		+124%		+21%		-6%		+145%
31 Jul 71	347		8726		3811		267	

Period Ending	REGPAT	+ or -	OPERATIONS	SAFPAT	+ or -	SUPMIS	+ or -	ASSISTS	+ or -
31 Jul 70	4		418		12		404		
		+125%		+29%		+3792%		+25%	
31 Jul 71	9		536		467		506		

The only weakness in our performance during the first seven months of 1971 has been our poor performance in the PEC program; however, we have the materials and manpower to improve our performance in this vital program. Let's prove that we can do it.

I never cease to be amazed at the devotion and dedication the members of the Third Southern have shown in their efforts to promote safe boating in our area. The many long hours that you devote to support missions, SAR patrols, public education courses, courtesy motor boat examinations, and our many other programs could very well be spent in some other channels of activity. However, this is not the case. Our members are our greatest resource; we are, indeed, fortunate in having the calibre of member we do in the Southern Area.

Before closing, I would like to take this opportunity to inform you that I will be transferred in the very near future. Although unfamiliar with Coast Guard Auxiliary at the start of my assignment, I have come to realize that the Coast Guard would be hard put to conduct its Safe Boating program without the aid of the Coast Guard Auxiliary and its members.

My relief, LCDR Herman G. Pinter, USCG, is extremely lucky since I feel he is being assigned to the best Coast Guard Auxiliary District in the country. I know you will continue to give him the same outstanding support which you gave to me over the past three years.

I would be extremely ungrateful if I failed to mention the outstanding efforts expended by LTJG Bruce Herdman and by my office staff during this same period — my job was made easier because of them. I will miss you all but I will not forget you. God Bless you and smooth sailing!

Division SO-MTs have issued and graded all BQ, CME and INST examinations for over a year. This first shift of responsibility for internal administration was made for several reasons.

A. Shifting to division level administration would bring practical aspects of these programs close to the membership. Members would suddenly have much better access to the men administering the training programs, and to records of flotilla accomplishments and deficiencies.

B. The concept of parallel staffing was well known. The Southern Area's compliment of District and Division staff officers was both eager and competent. Recognition of this pool of capable officers ended a great waste of talent.

C. Increases in our membership would have soon necessitated a sharing of the work load.

The Director's column in this issue shows how well the Southern Area has done in 1971. Credit for the fine 1971 record goes in part to the enthusiasm fostered by vigorous SO-MT activity.

This success is very encouraging. Therefore, additional administrative changes are being made to shift further practical responsibilities to the division staff officer level.

A. Division SO-PEs are now distributing, and coordinating use of basic PEC films.

B. Division SO-CEs are preparing 1972 seminar materials and will issue all 1972 CME kits and flotilla decal banks. All records of examinations will be kept at the division level by the SO-CE.

C. Division SO-OPS will be totally responsible for preparation of 1972 SAR Patrol schedules.

Two nationwide program changes have also shifted greater responsibilities to division staff officers.

A. Instructors can maintain their qualification by simply attending a yearly instructor seminar. The six (6) hour yearly activity requirement has been dropped. A shortened and improved 35 question instructor qualification test prepared at the National level is now in use.

B. Courtesy Examiners who attend a yearly seminar and complete at least twenty (20) CME/FAC INSP each year will not have to take the requalification examination.

These changes make continued activity easier for qualified instructors and examiners. They also mean that the division SO-MT and SO-CE will have to make yearly seminars of a quality that will ensure that our instructors and examiners are well informed of new policies, techniques, materials, regulations, etc.

Continued on page 10

Director's Honor Roll A Tailor-Made Program

By Ellwood L. Manahan, DCP-V

The Director's Honor Roll is a natural. A tailor-made year's program, and a fine target for any Division Captain or Flotilla Commander to zero in on. Any Flotilla attaining the distinction of attaining a place on the Roll will have put on a well rounded, full year of endeavor in most all of the important facets of Auxiliary activities.

Division V is attempting in 1971 to achieve the goal of having all ten Flotillas represented on the Honor Roll.

Toward this end the Division Captain assigned certain areas of responsibility to the Vice-Captain and to four Division staff officers according to the following format.

VCP — Responsibility for 100% facility inspections by the Director's deadline.

SO-PE — Responsibility for Flotilla fulfillment of PEC requirements. Eight, three and one lesson courses, and proper reporting.

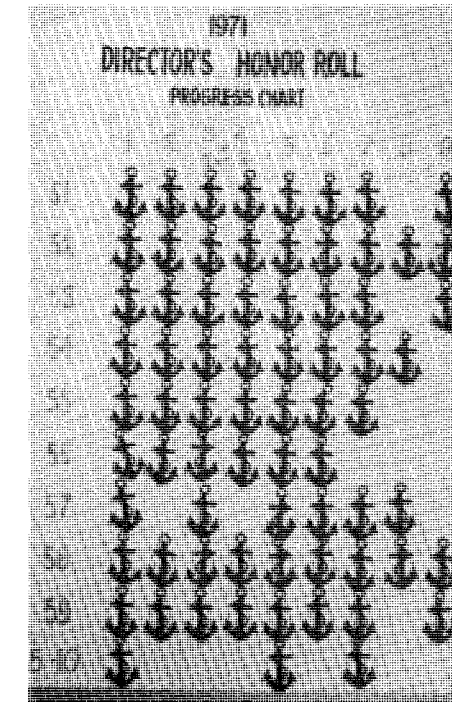
SO-MT — Responsibility for Flotilla fulfillment of instructor seminars, training courses and proper reporting. Also co-responsibility with SO-CE for courtesy examiner training courses.

SO-CE — Responsibility for Flotilla fulfillment of CME quota, CME Examination Station, and co-responsibility with SO-MT for courtesy examiner courses.

SO-MGR — Responsibility for promoting Flotilla net growth of at least 10% by end of year, and overall responsibility for aiding other staff officers in promoting their programs through the establishment of a Division MGR award.

To visually dramatize the efforts of each Flotilla, a Director's Honor Roll Progress Chart was conceived. A simple 30" x 40" chart on white cardboard stock, with lines and category numbers in blue. Flotilla numbers in red. This chart occupies a prominent position at each Division meeting.

As a Flotilla meets the requirements of a category of the Honor Roll, a bright red



A Director's Honor Roll Progress Chart was conceived by Division V for the purpose of visually dramatizing the efforts of each Flotilla in the program.

Plans For Winter Conference Underway

Plans for the Winter Conference, which will be held on 29 January 1972 at the Defense Personnel Support Center in Philadelphia, are well underway according to RCO(E) Lloyd Furber.

Two enlightening seminars are being placed on the agenda for the afternoon. The first an instructor's seminar titled "A New Image In Public Education" will be presented and its purpose will be to cover the ins and outs of the new 12-lesson PEC Course. Following the first session a CME seminar will be conducted and will carefully outline the revisions for the 1972 CME program.

As usual a program of interest will be available for the ladies and in the evening there will be dancing, to a new combo by the way, following the dinner and presentation of awards.

In view of the importance of the material to be covered by the seminars, and the fact that attendance at these seminars will satisfy instructor and CME requirements, all members are strongly urged to attend the Third (SA)'s most important business and social event.

Third Southern Elects New Commodores

Three Commodores were elected to office at the July meeting of the Third District (SA) Board as a result of NARCO Harold B. Haney being elevated to his present office this past 1 June.

The results of the elections, that were conducted by NARCO Haney, elevated Victor F. Baumeister from Vice-Commodore to District Commodore and Joseph L. Krager, Jr. from Rear Commodore (E) to the number two spot in the District vacated by Baumeister.

When it came time to fill the Rear Commodore (E) office, there were two petitions from the floor in addition to the nominating committee's choice of Bill Dischert IPDCP-VIII. The first name to be put on the slate with Dischert was Lloyd Furber, DSO-AIM and then Frank W. Page, DCP-I was added.

After the second balloting Furber was elected by a majority vote over the other candidates.

In accordance with a letter received by NARCO Haney from RADM B. Engel, USCG, DCO Baumeister and VCO Krager will remain in office until 31 December 1972 while Furber's term will expire the end of the current year.

At the conclusion of the elections the newly elected officers received the oath of office from NARCO Haney as the members of the District Board and guests looked on.

Chart Correction Officer Awarded

As a result of the overall efforts of Charles D. Alden, DSO-CHC, during 1970 and The outstanding contributions he made to the National Ocean's Survey's nautical charting program, Alden was presented the "Cooperative Charting Award" by the National Oceanic and Atmospheric Administration, a subdivision of the U.S. Department of Commerce.

With this award being the only one of its kind presented in the nation, Alden is even prouder of the confidence he has earned from the Coast Guard and the NOAA.

Continued on page 19

Auxiliary Expenses And Contributions Deductible From Fed. Inc. Tax

The following information to all members of the Third District (SA) for their guidance in preparation of Federal Income Tax returns:

Certain contributions to the U.S. Coast Guard Auxiliary and expenses in connection therewith are deductible for Federal Income Tax purposes. Examples of deductible contributions are:

- (1) Cost of uniforms and insignia — the maintenance and cleaning of same.
- (2) Dues — that portion not attributed to social purposes (costs of tickets for Winter Conference, Rendezvous, etc.).
- (3) Non-reimbursed and excess costs involved in the use of boats, aircraft and radio facilities when engaged in official patrols, drills, and search and rescue duties; automobile expenses when used for going to and from meetings, making

CME's, etc.

(4) Reasonable excesses of costs over "per diem" allowance when under orders of Auxiliary business; excess allowance over costs under such circumstances, of course, are reportable as income.

(5) Contributions of equipment, facilities or buildings to the Auxiliary or the U.S. Coast Guard.

(6) Any required expense incurred in carrying on Auxiliary business.

The above items were taken, in part, from the information put out by the First Coast Guard District Auxiliary, after checking with the IRS in their area. One point that the IRS has cautioned about is that Auxiliary cannot claim pro rata depreciation on boats, automobiles, etc. This is not allowable under the present Federal Income Tax Regulations.

Safety Demos Intrigue Crowds

The Delaware Valley Safe Boating Council presented its first annual Safety on the Water Day on the upper part of the Delaware River in Philadelphia, Pa. this past June.

During the course of the day demonstrations in fire-fighting (both land and afloat), Air Sea Rescue and man overboard drills were presented by members of the Coast Guard and Navy for the benefit of the large throng that turned out for the extravaganza.

In addition to the many booths that were on display by various boating and civic organizations, the hydrographic vessel Whiting, which is used for charting the bay, was open to the public throughout the day.

Many boatmen took advantage of the Courtesy Motorboat Examination station that was manned by members of Division Two, by bringing their boats for examination while attending the show.

Later in the day comments were made by RADM A.C. Wagner, USCG, Chief, Office of Boating Safety and NARCO Harold B. Haney along with other speakers during ceremonies conducted by Russell C. Appler, Chairman of the Delaware Valley Safe Boating Council.

NARCO Haney Honored At Dinner

A testimonial dinner was given this past June at the Pub Restaurant, Pennsauken, N.J. to honor NARCO Harold B. Haney for his dedication to the Third District (SA) during his eighteen months reign as District Commodore.

Along with the many Auxiliarists and friends, the following Coast Guard officers were on hand to pay tribute to Haney, CAPT. A. Frost, Chief Operations Division, Third Coast Guard District; CAPT. B.R. Henry, USCG (Ret); CAPT. C.L. Oakley, USCG (Ret); CDR. E.J. Ard, Deputy Chief Director and CDR, M. Tubella, DIRAUX Third (SA).

Following the many honorable comments and tributes that were made by the Coast Guard and Auxiliary officers who had worked closely with Haney, a plaque and gift were presented to him on behalf of the members of the District Board by DCO Victor F. Baumeister.

Flot. 82 Hosts Disabled Vets

An all day outing for seventeen disabled veterans was conducted by the members of Flotilla 82 on Sunday September 26th at the unit's headquarters on Yacht Ave. in Cape May, N.J.

The veterans were served breakfast on their arrival and then, with packed lunches that were prepared by members of the Flotilla, were assigned to various auxiliary facilities for an all day fishing trip. The boats participating in the event were the CEE JAY, captained by Melvin Bouboulis; Jim DiCola's, NANCY; the REEL-FUN, with skipper Fred Mauer; the LADY CAMEO, with William Crouse at the helm; and the WOW, skippered by Joseph Roop. Crews of these boats were comprised of additional members of the Flotilla.

On their return to the headquarters the veterans were served a full course dinner followed with prizes for the largest fish caught etc., and card games.

As the guests departed for Philadelphia, at the end of the day, they were accompanied by more than 300 fish that were iced from the day's catch.

FC William Crouse reported this activity as the best community project of the year and commended Andy Knopp who was chairman of the day's activities on a job well done.

PEC Student Acknowledges Flot. 18 Efforts

An appreciative student who completed Flotilla 18's ten-lesson Basic Seamanship Course and the Advanced Piloting and Navigational Course recently, sent the following letter to the Flotilla Commander.

Dear Lee:

I want to thank you and the other men in your Flotilla for the time and energy that was expended in teaching the boating courses just completed. My family and I congratulate all of you on your dedication towards helping others to learn safe boating procedures. The courses were excellent and well presented. The personal boating experiences that the instructors touched on were very interesting and enlightening also.

Even though I have owned several boats, I still learned a great deal during the last few months for which I again extend my appreciation.

*Sincerely yours,
D. S. M.*

Letters such as this seem to typify the appreciation of the students and certainly motivate members of the Auxiliary to give of their time and effort.

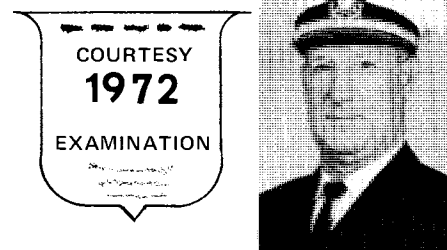
STAFF OFFICERS

Reports

CME Program Revamped For '72

By William H. Dischert, DSO-CE

The 1972 CME program will have an entirely new look. Just for openers, the examiners test will be completely revamped and so-called "trick" questions eliminated. This undoubtedly will be welcomed by everyone.



This fall, the District plans to conduct a CE seminar which all Division CE Staff Officers will be requested to attend. Those attending the seminar will then be qualified to return to their respective units and conduct their own seminars. This will enable examiners to attend the required seminars at a much earlier date than in previous years.

Aside from the aforementioned changes, additional modifications, as listed, have been made to the program for '72.

Decal banks will be in possession of Division and Flotilla CE officers.

Those passing the CE test after 1 October will qualify for the following three (3) years providing he or she meet all other requirements.

State regulations of Delaware, Maryland, New Jersey, New York and Pennsylvania will be distributed to all Division CE officers.

Incorporated in the changes for '72 are the following additional duties to be assumed by the Division CE officer.

Maintain records of all CME activity within his Division.

Assume control of the decal bank. Be responsible for the distribution of kits to the examiners in his Division.

Be responsible for the Division and Flotilla seminars.

Inform the DIRAUX of those examiners qualified to receive an ID card.

Report the CE activity in his Division to the DSO each month.

Other suggestions are being considered at this time by the CME Review Committee and as a result more innovations may be included in the '72 CME program in the near future. If anyone would care to submit any suggestions you are invited to forward them to the DSO-CE.

These changes will bring the CME program closer to the individual examiner and will, hopefully, result in a closer knit, well rounded program. It is also felt that these changes are in line with the thinking of many examiners.

FloWAC Reports Essential

By Nancy Hopkins, DSO-DWAC

Hi there! — Here I am back again with another chapter in the continuing story of the fine job being done by your Women's Advisory Committee.

You may be asking what is this committee? They're just some of the nicest, most dedicated group of ladies to be found in the Third Southern.

There is one representative from each Division who has assumed the duties of reporting the activities of you female Auxiliarists as well as forwarding to you all the pertinent information on proper uniform items, how and when to wear them, how to procure them and the activities the other gals are doing to further the goals



of the Auxiliary program. The current Div WACs are, Dottie Wegman (DivWAC I), Betty Burgese (DivWAC II), Verna McCarron (DivWAC III), Clara Folk (DivWAC IV), Lenore Roush (DivWAC V), Ruth Coriell (DivWAC VI), Laura Marshall (DivWAC VII), Adella Stolzer (DivWAC VIII), Myrtle Hofmann (DivWAC X), Ginny Pike (DivWAC XI), Louise Ruff (DivWAC XII) and Miki Hassu (DivWAC XIII).

Continued on page 8

Help Wanted, Male or Female

By Bill Garry, DSO-MG&R

A respected national organization offers interesting work in the field of safety development. A recent act of congress has accelerated demand for our services. Experienced personnel preferred. However, a FREE training program is offered to qualified applicants.

Our Washington office has projected a production increase of over 2,000% in just one of our programs over the next five years. Similar boosts in output are contemplated in our other programs.

Our services are sought in a section of the pleasure industry that has maintained a steady annual growth rate of approximately 10%. Without a greatly augmented work force we will not be able to keep abreast of the current demand for our programs.

If you are an American citizen, age 17 or older, with a dedication to the safety of your fellow man and have a desire to associate with an aggressive public service oriented organization in the field of boating safety, education, inspection and examination, or boating safety operations, please inquire of your nearest Coast

Continued on page 8



FLOWAC REPORTS

Continued from page 7

The committee goes further than this — right down to the Flotillas. What, you don't have a FloWAC yet? There is at least one girl poised and ready to make a contribution. All you FCs have to do is ask her.

UNIFORMS — What do you wear on patrol, at meetings, etc.? CG-404 has all the necessary information, however, not explicit enough and black and white photographs don't prove to be much help. Don't panic — your WAC Committee is going to solve this problem for you. Until CG-404 (Auxiliary Uniform, Awards & Flag Code Manual) can be provided to each member, we will partially rectify the situation by having full-length color photographs of each male and female uniform authorized for this District. A copy of each photograph along with item descriptions will be compiled in booklet form by the committee members and then presented one to each Flotilla to help clarify any questions you may have.

But, you say, the committee is mainly concerned with the activities of women Auxiliarists. Not on your life — we take care of our own! Where would we be if we didn't have the encouragement of those male counterparts who are probably looking over your shoulder right now to see if they are mentioned in this column. All the men's uniforms are included in the Uniform Photograph Project, so you see we didn't forget them.

REPORTS — Don't forget to send them in every month. There is really no way for me to give accurate reports to the District Board without these sometimes tiresome reports. Each Flotilla deserves to be recognized for their achievements, so please, ladies, get interested in what is being reported from your Flotilla to your DivWAC. If your FloWAC has nothing, ever, to report, then she has not been contacted by the DivWAC, has not read her mail, or her Flotilla Commander has forgotten to give her a chance to speak at her meetings. If you FloWACs are not asked to give a report and have something to say, by all means SOUND OFF.

FloWACs, your meetings are the best time to find out what you'll need to know for your monthly reports. For instance, how many hours of instruction have you done this month? Have you made any assists, CMEs, gone on patrols, manned a Boat Show Booth, conducted any interesting seminars or worked on any committees? If so, how many man

hours have you spent and the number of each activities you were engaged in. Remember, your National Safe Boating Week activities should also be included.

Now why does she want to know all this? Who knows, you might become known as the most outstanding Flotilla in the District for women activities. This column is ready and waiting to publicize all those interesting accomplishments as soon as the DivWAC can get me the details. More on uniforms in my next column. Until then, keep up the good work. The Third Southern has made quite a good showing thus far this year. Let's make it the best year ever.

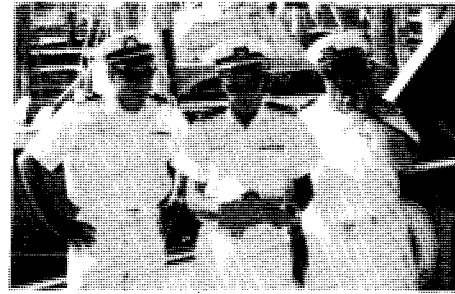
Comm. Drills Effective For Jersey Aux.

By Royden E. Hager, DSO-COMM

Division VIII, under the direction of Harold O. Roberts, SO-COMM, held a Communication Drill in Margate, N.J. on June 27th. Ass't District Communications Officer, Ed Murray, Jr., prepared and distributed to each of the boats participating, a sample message, which in turn was read back on the air to the ALLEGRO, DCP Baker's Div. VIII Flagship, which acted as net control.

The sample messages proved to be very valuable in giving the operators practice in the proper procedures. Also on board to observe operations was "Skip" Hager, DSO-COMM. The boats participating in the exercise were, IMPULSE (Dugan), RON DON (Shestack), BAR EM (Abrams), SAPHIRE (Goldes), MY DOCK (Dickmar), SANDEE (Roberts), ALLEGRO (Baker), WREN (Carlin), OLE' (Gorgas), LADY LEE (Frankel), JEANETT (Sandler), YU KON (Sullivan), DRIFTER (Kelly), STILETTO (Matthews) and MUSIC MAN (Murray).

Flotilla 77 conducted a three hour night operation on the Great Bay on July 24th utilizing five radio equipped boats plus a fixed landbased radio facility. A course was laid out covering Great Bay from Big Creek to the Inland Waterway, to Oyster Point, then back to Big Creek, a



On board DCP Baker's ALLEGRO to observe Division VIII's Communication Drill held this past July, in Margate, N.J. are (l. to r.) "Skip" Hager, DSO-COMM, Ed Murray, Ass't DSO-COMM and Bob Roberts SO-COMM. The ALLEGRO acted as net control for the successful exercise.

total distance of about 15 miles. Two boats were assigned as pickets while the others were to navigate the course.

After permission was obtained from Beach Haven and Atlantic City Coast Guard Stations to operate on 2670 KHZ, radio contact was maintained on this frequency with the fixed land station, Ben Hiatt NA3GL, acting as control.

Instructions were then given to all vessels by the control station and reports were radioed back by the picket vessels as boats on the course passed their stations. In addition, one boat was asked to contact the control station at each extreme point on the course to evaluate radio reception on the Great Bay.

With the exception for minor interference problems, it was deemed that the exercise was a success by those participating and that communications were reliable and effective.

HELP WANTED

Continued from page 7

Guard Auxiliary flotilla for details.

The above ad is a literal interpretation of the message contained in the address of the Commandant, U.S. Coast Guard, Admiral Chester R. Bender, delivered by him to those attending the recent meeting of the National Board of the Coast Guard Auxiliary at Minneapolis, Minn.

Perhaps the greatest challenge to the Auxiliary was the Commandant's statement that the boating organizations of this country would have to gear themselves to teach a million and a half students in public education courses each year by 1975.

An accelerated program in boating examinations, plus the possibility of some states calling on the Auxiliary for help on state waters were also points made in his message.

To Face The Challenge We Must Go All Out For New Members.

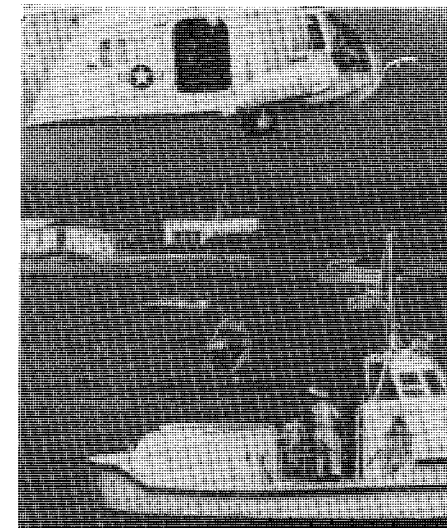
New PEC Course Set For Boat Show

For the fourth consecutive year, the Third (SA) has been invited to participate in the forthcoming 1972 Philadelphia Motorboat Show which will be held at the Philadelphia Civic Center from February 19th to the 27th.

Adding to the familiar three-lesson Public Education Course, that has been a success in the past, will be two special one-lesson courses titled "Introduction to Basic Sailing." This course will be presented only four times during the show tentatively on both Saturdays and Sundays.

The other change will be a small outdoor motorboat, fully equipped to qualify for a decal and manned during the show hours by a qualified CME examiner. This exhibit will replace the "Knot Board" which proved to be an "old stand-by" for many years.

It is also planned for our District Safe Boating Week Queen, Pattie Billingham, to be on hand to greet visitors at the exhibit on both Saturdays and Sundays.



Cape May Rendezvous - "OUTSTANDING"

The Annual Cape May Rendezvous, that was held at the Coast Guard Training Center, in the south Jersey resort town, on September 18th and 19th was rated as an "outstanding" affair. Another attendance record was set when the final tally showed that 527 (a number that exceeded last year by 180) were on board.

The week-end of activities got off to a bad start when the inclement weather on Friday afternoon forced the recruit graduation ceremonies to be held in the TraCen Gym, where our DCO Vic Baumeister was the guest speaker. Later in the evening a buffet-supper and dance was held for the Auxiliary "early-birds."

The weather man had a change of heart on Saturday morning and produced a beautiful day for the many scheduled events that started off with an Air-Sea Rescue demonstration in the Cape May Harbor put on by CG personnel. Soon after, the USCGC SASSAFRAS got underway from her berth and headed to sea with 125 Auxiliarists on board who became acquainted with the shipboard routine and organization. For those who were "quoted out" of going to sea, a tour of the Air Station and the new TraCen

facilities was conducted and proved most interesting.

Saturday afternoon proved to be one of the highlights of the week-end when a record 410 crowded onto Electronic Beach for the traditional picnic with its Charcoal Cook-Out and other finerys.

To climax an absolute perfect week-end, a Dinner and Dance was held Saturday evening and among the guests were, RADM B.F. Engel, Commander, Third CG District, CAPT J.E. Johansen, Chief Director of Auxiliary, CAPT B.R. Henry, USCG (Ret.) Chief, N.J. Marine Police, NARCO Harold B. Haney, D/C R.L. Rice, USPS (5th Dist.) and the Third (SA) Safe Boating Queen, Pattie Billingham.

During the brief post dinner remarks, DCO Baumeister presented an "Award Plaque" to CAPT R.A. Schulz, Commanding Officer, USCGTC Cape May, in recognition of the interest and support rendered to the Auxiliary by the officers and enlisted personnel of the Training Center.

The "Attendance Plaque", presented to the division with the greatest number of members in attendance, went to DCP Art Baker whose Division VIII produced 109 toward the total attendance.



Some 125 Aux. had an opportunity to test their sea-legs during the Cape May Rendezvous when they were guests of the CGC SASSAFRAS when she got underway Saturday morning and headed seaward. From the looks of the above photo there was plenty of help available on the bridge and conning station. Other events during the weekend included an air-sea rescue demonstration (upper left) and on Saturday evening the District Safe Boating Queen, Pattie Billingham, addressed the gathering as DCO Baumeister looks on (lower left). Photos by L. Brooks, FSO-PR 45

New Flotilla On Way To SUPMIS Record

By Gregory Hewlett, FSO-PUBS, 7-12

Flotilla 7-12, a unit which received its charter on 12 March 1971, appears to be well on the way toward establishing division, district and perhaps national records in support missions for the Coast Guard.

By the end of September, the infant flotilla's members had logged nearly 500 missions, most of them in support of Coast Guard Station Barnegat at Barnegat Light, N.J., the flotilla's home base, and some at Coast Guard Station Beach Haven. Most of the missions have been communications watches — through most of the year 7-12 members have manned the Com Desk from 0800 to 1600 seven days a week — but the duty also has included watching tricky Barnegat Inlet from the station tower and serving as crew members aboard C.G. boats on SAR missions.

A majority of the missions have been 8-hour tricks, some have been 4-hour tours, but the logs of the individual members show more than 3,000 hours clocked to date. That's equivalent to 375 8-hour days, or 75 40-hour weeks, or more than one fulltime Coast Guardsman at a station where the manpower shortage has frequently been acute.

Seven 7-12 men have made the record possible by taking at least two regular watches each every week. Heading the group is VFC John T. Elsroad, with 120 missions by September's end, and behind him are FC Thomas H. Wyres, Edward Frank, H. Fred Gehrke, Gregory Hewlett, George B. Jones and Leo K. Pearson, all of whom have reached, or will soon reach, the 100-point requirement for Third District (SA) Operations Awards. Others with support mission credits are Arthur Turner, Joseph Maddock, Hamilton K. Harris and Robert Rafford.

And the effort continues daily through the fall and winter months. By 31 December 1971, more than 600 support missions will have been carried out by Flotilla 7-12 during the calendar year.

Subordinates Reflect Your Leadership

By Joseph L. Krager, Jr., VCO

The impact that you have on others can make or break you!

It isn't easy to find out what your people really think of you — because they'll never tell you. But your subordinates show you every day, in actions that are far more meaningful than words. Your effectiveness as a leader is reflected in the productivity of your people. And if you're not getting the results you want, it's quite possible that your staff is responding unfavorably to some element in your style.

But what is your leadership style? It's a composite of all the approaches and techniques that characterize your dealings with people — and problems. It's your own way of getting things done — and since a leadership style develops gradually with experience, your methods are by now used almost unconsciously.

And there's the danger. As your leadership style evolves, you tend to slip more and more into patterns — habitual ways of operating that tend to lessen your flexibility and limit your ability to deal with new situations. Even if your methods "always worked pretty well," as your approaches become increasingly rigid, your leadership effectiveness diminishes with each new challenge.

ASS'T DIRAUX

Continued from page 4

Many members have bothered to tell the Director and me that the Auxiliary program was becoming unweildy, and that the membership felt discouraged and confused by the complexity of District and National program requirements.

I hope this article has given you a better understanding of the philosophy behind major program changes made in the Southern Area in 1971 and scheduled for the implementation in 1972. You can see that we are shifting responsibility for administration of basic programs to the membership, and general program procedures are being simplified. Continued submission of comments and suggestions will be appreciated.

Weekend Boating Project For The Whole Family

By David W. Berger, FSO 11-1

How many of you have ever considered spending your weekends in the bay area? Quite a few, I'd wager. Well, now you can enjoy your time on the water, and, at the same time, do something really beneficial.

Consider the "Chart Correction Program" that the Auxiliary has entered into with the National Ocean Survey (formerly the Coast & Geodetic Survey).

At the April meeting of Flotilla 11-1, a presentation was given by DSO Charles Alden in which he explained in some detail the program and how it can be utilized by an entire flotilla, a family, or even an individual. All that you need to participate is a current chart, a boat (or even a car), and, the initiative to get going. As DSO Alden has pointed out, this makes a fine family project, especially in the winter season when most of us suffer the pangs of winter. Just load the family into the wagon and head for some of the shore points.

To make a correction all that is involved is: the particular item being questioned should be located on the chart (provided there is an item — even the lack of a prominent landmark is good), take as many compass bearings as possible (three should be plenty), the time (EST or DST), date and, the means you employed to take the bearings. They will even accept an estimated location providing it is so noted when you describe the means you used to take the bearings.

When you make your corrections on a current chart, the National Ocean Survey will supply you with a new one, free of charge (a great way to keep your charts up to date at minimum expense).

As I mentioned, it looks like a lot of fun as a family project and will probably turn out to be a great way to get ink on your Flotilla in the local papers as well as our own publications.



Charting Pollution

BY

CHARLES D. ALDEN, DSO-CHC



"Like the sea itself, the shore fascinates us who return to it, the place of our dim ancestral beginnings. In the recurrent rhythms of tides and surf and in the varied life of the tide lines there is the obvious attraction of movement change and beauty."

Rachel Carson, "The Edge of the Sea" (1955)

Just 16 years ago, Rachel Carson could write about "the enduring sea" with nearly absolute confidence that it was beyond man's ability to change and to despoil. By 1960, in a preface to an edition of "The Sea Around Us", Miss Carson was warning of the danger she foresaw from the use of the ocean as a dumping ground for radioactive wastes.

But even this eminently thoughtful scientist failed to envision the pollution threat that now is imperiling wide stretches of our seaboard. The dumping of sludge within sight of resort shores is turning parts of the ocean into a cesspool fit neither for the plants and animals about which Miss Carson wrote, nor for man himself.

Just how fast the ocean environment is deteriorating was disclosed in recent hearings held by a Senate air and water pollution sub-committee in Rehoboth Beach, Del. The sub-committee was told that the waters off the New Jersey, Delaware and Maryland coasts are getting murkier. Part of the blame was assigned to the dumping of sewage sludge in a 120 square mile area near Cape May, N.J., by various towns and cities including Camden, N.J. and Philadelphia.

Oceans Magazine estimates that 48 million tons of solid waste, including up to 5000 tons of mercury, were dumped along the U.S. shoreline in 1970. It adds: "At a rate of increase of about five percent a year, man is polluting the oceans with an appalling variety of debris, from sewage to oil . . . to nerve gas."

Because of pollution, the area, which lies about 7.5 miles off Rehoboth and 5.5 miles off Cape May, was declared off-limits to shell-fishing about ten months ago. Fishermen also complain that the muck has decreased their harvests drastically. Since its sludge has been partially treated, Philadelphia denies responsibility. A spokesman for the city even suggested that the sludge "should be helpful to fish and other aquatic life."

Several anti-dumping bills are before Congress. The legislation calls for a permit system to control dumping now, and eventually, a phasing out of all such harmful waste disposal. But an outright ban on sludge dumping is considered impractical by some experts as the sludge has to go somewhere.

Even without dumping, it is questionable how long the sea can continue to absorb the effluent pouring into it. One naturalist noted that, "every second of the 24 hours about two million gallons of sewage and other fluid waste pour into the nation's waterways." In time, much of this reaches the ocean.

Attention has been called to the Mediterranean, a receptacle for riverborne pollution. "From the point of view of Italy," says one Italian water expert, "our coastal waters are already dead as a source of food as an amenity. Nobody with any sense would eat shellfish in Italy, and 70 per cent of our beaches are a health hazard."

A "closed" sea like the Mediterranean is, of course, more susceptible to pollution than is the vast Atlantic. But many experts believe that it is only a matter of time — and not much time — before a similar epitaph is written for stretches of America's once beautiful and unspoiled shores.

If myths were moths, and contained as high a protein content as the latter, there would be no world food shortage. A moth contains protein simply because it is alive. The average myth, as far as our research has extended, contains no protein at all.

But we produce more myths than moths, so this becomes important in the present context. The particular myth we want to examine here is that man, having loused up that small portion of the earth's land surface that is habitable for him, now thinks of the remaining 7/10 that is water, and figures that seven is bigger than three, and therefore the seas, oceans, rivers and lakes of the world will furnish at least two and a half times as much protein as the land.

Marine biology is not nearly as advanced as we pretend it to be. There has never been the funding that would call forth the most talented young people in the field; talents that, to use a horrible example, were brought to bear on developing nuclear weapons and the space program. In short, when it comes to understanding the waters and the creatures in them, we appear

to know much less than we do about the moon. From last reports, the moon does not appear to be a prolific source of protein.

Because it covers most of the planet, water (and the creatures in it) is the largest converter of solar energy on earth. This is done by little creatures called phytoplankton — "tiny green plants that float free in the waters of the oceans." They are the bottom link of the ecology ladder that ends up in tuna, cod and whales. More important for humans, they transfer stellar rays and the minerals dissolved in sea water into oxygen and amino acids, without which we would hardly be around.

Filter-feeding animals may concentrate poisons to levels far higher than those found in the surrounding medium. Oysters constantly filter the water they inhabit, and they live in shallow water near the shore where pollution is the heaviest. Consequently, their bodies often contain much higher concentrations of radioactive substances or lethal chemicals than the water in which they live.

No one knows how long we can continue to pollute the seas with chlorinated hydrocarbon insecticides, polychlorinated biphenyls and hundreds of thousands of other pollutants without bringing on a world-wide ecological disaster. Subtle changes may already have started a change reaction in that direction.

"The greatest threat to mariculture," says S.J. Holt (Scientific American, Sept., 1969), "is perhaps the growing pollution of the sea. This is becoming a real problem for fisheries generally, particularly coastal ones, and mariculture could thrive best in just those regions that are most threatened by pollution, namely the ones near large coastal populations and technological centers."

We lack at the present time any body of law, any systems of institutions, or any enforcement agencies that will protect the oceans from the destructive practices of man as he has so dramatically demonstrated on land. Although "the freedom of the seas" doctrine embodies the concept that they are territories held in common by all mankind, the concept has been abrogated mostly by the United States, England, France and Spain. The seas are free to whoever happens to have the most powerful navy at the time. When we begin to consider how the bottoms of the seas are to be allocated for commercial exploitation, it is useful to keep this historical experience in mind.

The "Pacem in Maribus" convocation in Malta, sponsored by the Center for the Study of Democratic Institutions, to consider how to establish an international policy to implement the concept that the oceans are "the common heritage of mankind," drew experts from 51 nations.

The convocation appears to have ended in complete agreement: no one really wanted it, if it meant giving up the exploitive rights they already had; they didn't know how to go about it; even if they did know how, they probably wouldn't. The convocation was a success to the extent that it showed that we haven't the slightest idea of what we are doing. This is very hopeful, because human development begins with the statement, "We don't know."

Our scientific understanding of the sea and its creatures is woefully deficient; that present practices are polluting the oceans to what may be the point of no return; that we have not so far established international policies for dealing with the complex problems of how the seas are to be used for the maximum benefit of mankind.



The author, Charles D. Aiden, DSO-CHC, gets total assistance from his family as he checks over one of the local charts for necessary corrections. From left to right are Bradley Keiser, his foster son, his wife Judy and daughters Susie and Debbie. Aiden also found wedding bells on the chart for the Reading area when Bradley and Debbie tied the nuptial knot this past June. (Photo by R. Romanski)

From Bar Harbor to Brownsville, at least 103 tankers lie rusting on the ocean bottom. Most were sunk offshore by German U-Boats during World War II. Others are victims of storms or collisions.

In 1967, the Coast Guard inspected one off Long Island — the British tanker COIMBRA. She was leaking oil but the Coast Guard claimed that the amount of oil found on the COIMBRA was not significant, but Robert Kutziab, head of the Ocean Systems diving team, hired to help the Coast Guard look over wrecks, said otherwise. He said that after diving on COIMBRA, he reported that there was no significant oil left in tanks open to the sea above the sand line, but that the tanks below the sand line could be filled with oil. This is again an illustration of "matter of opinion", and both parties could be right — or wrong.

Popular Mechanics magazine conducted an investigation into the sunken tanker threat after oil mysteriously appeared on the beaches of New Jersey and Cape Cod in the spring of 1967.

At 0300 on 15 January, 1942, a German torpedo smashed home into the bowels of this British oil tanker as it was outbound from New York hauling two and one-half million gallons of oil to England. Twenty-nine men died in this disaster.

The purpose of hunting for this ship in 1967 was if the divers could find the wreck and spot escaping oil, then it would be known if in reality the COIMBRA still contained part of her once precious cargo. If the oil was leaking, this could also indicate the condition of many of the other wrecks along our coast.

It was reported to Congress that there is still a considerable amount of oil contained in the sunken tanks. Experts say it might be as much as 220 million gallons — enough to spread a slick larger than the area of the State of Texas.

From steel experts we have learned that the steel in many wrecks are probably being pinholed by corrosion. Slow leakage through pinholes can empty one of a tanker's many cargo tanks. The ocean can generally destroy small oil leaks, but even so, these leaks can change the whole weight distribution of a sunken tanker. As buoyant oil or air escapes from leaking tanks, it's replaced by heavier saltwater. This weight change

could create a bending movement sufficient to fracture other tanks, suddenly releasing thousands of gallons of trapped oil.

Though steel tanks deteriorate at the rate of .005 of an inch a year, pitting occurs at a rate three to five times faster — .015 to .025 of an inch.

Only 2500 gallons of oil are needed to pollute the ocean surface for four square miles. This is little compared to the capacity of just one cargo tank. But what will happen when hundred of tanks in sunken ships let go?

However, we not only have the problem of oil on the water from sunken vessels, but also from the ships that travel on our seas today. Steps are being taken to "fingerprint" the oil spills of today.

A sleek, black tanker glides along the darkened shore and quietly starts its pumps. Sludge sluices out of its almost empty tanks and trails away as an oil slick. Within 50 miles of land this is against international rules but the captain, hurrying to port for a refill, is taking the cheapest, quickest and easiest way to get a necessary job done. Besides, who will know?

The captain might not be so complacent if he realized that science can now "fingerprint" a cargo of oil, and that the federal control people are interested in the system.

It's the skipper of a "tramp" tanker who is most apt to violate the rules now. Modern vessels owned by the big oil companies, by and large, have systems that minimize the flushing out of sludge.

But it may be that all tankers, cargo vessels and passenger ships will be prohibited one of these days from pumping out oily tank or bilge water any place, whether near shore or not. Secretary of Transportation John A. Volpe made such a proposal recently to a committee of the North Atlantic Treaty Organization, in view of increased pollution of the seas.

The "fingerprints" are produced this way. Using as little as ten thousandths of a gram of material, a technician can produce in about half an hour a distinctive graph that serves to identify that particular batch of oil. There will likely be a difference even in two lots of material drawn from the same storage tank on different days.

"This gas chromatography technique," says Dr. Max Blumer of the Woods Hole Oceanographic Institute, "will lead to improved and often conclusive correlation of an oil spill with the oil from a particular vessel, and should be a great aid to law enforcement".

One trouble with spill prevention is that the economic incentive for it is small. Says Professor James A. Fay of the Massachusetts Institute of Technology: "The value of the oil lost, expressed as a percentage of the oil transported or mined, is too little to pay for the expense of preventing its escape. The economics of carelessness is similar. Oil lost through a leaking valve or a burst hose is a lesser expense than an effective inspection and supervision system coupled with preventive maintenance."

There follows the pollution of beaches, the death of a hundred thousand birds annually in England alone, the endangerment of absolutely vital marshland in Louisiana and elsewhere. In addition the high seas are laced with petroleum residues. What this will do to marine life and, eventually, to mankind, is yet to be determined.

A billion tons, or sixty per cent of the world's annual oil production, moves from well to consumer by sea. At least a million tons finds its way into the ocean, according to Dr. Blumer, through mechanical breakdowns, human error, design

faults, and losses in transfer. The figure could be far, far higher, and it probably will what with the increase in the number of supertankers traversing the seas of the world.

Moreover there are production disasters such as the one at Santa Barbara and the one that resulted in a hundred mile oil slick off the coast of Louisiana. Also oil in untreated sewage, natural oil leaks from the ocean floor, and other factors.

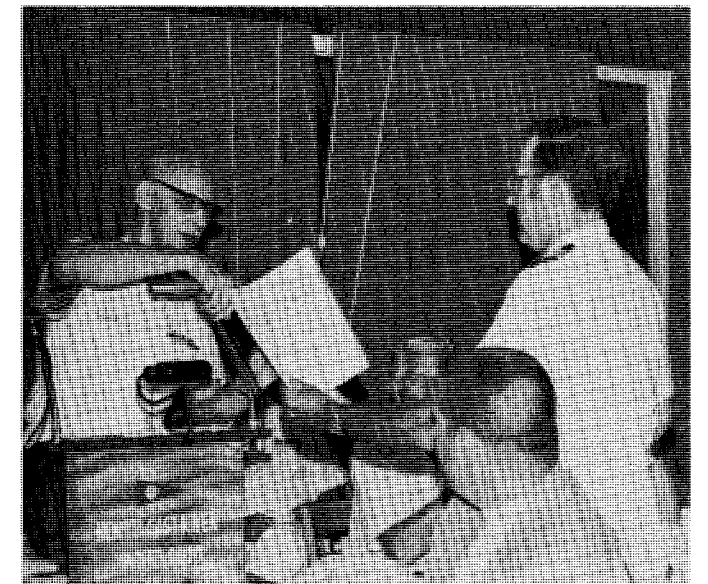
In the future, with oil being pumped from deeper and deeper off shore waters, and in such out of the way places as the North Slope of Alaska, the pollution problem doubtless will mount.

Not too long ago, in the Sargasso Sea in the middle of the Atlantic, Woods Hole scientists gave up trailing their nets because they were catching more oil than marine life. In the Mediterranean, they have collected quantities of floating oil globs.

"The consequence obviously possible", says Dr. Blumer, "is that the toxic oil will make marine life sick and that men eating seafood will sicken also. A more subtle danger is that the petroleum will affect the perceptions of fish and lesser life, blocking out or perverting the smell or taste organs that lead them to food, to mates and to spawning areas."

Once oil is spilled, what can be done about it? The application of chemical dispersants may do more harm than good. Booms and collection equipment may help but only in sheltered, still water. Sand may sink oil out of sight without solving the real problem. Burning it by special techniques seems promising. No way is known however, to really cure the evil.

This entire situation has become more and more evident to me while cruising on the waters of the Chesapeake Bay. Take a walk around some of the marinas and notice the amount of oil laying on the water. Follow a commercial vessel up the channel at a safe distance and watch as the bilge is being pumped to see what may appear as a small amount of oil spread over a large area of the water. Look at the hull of your boat, near the waterline and see what carelessness is doing to your pleasure waters. Sure, the amount may be very small, but has your fishing recently been as good as years ago?



NACO Harry Osbourn (l.) congratulated and presented Charles D. Aiden, DSO-CHC, with the first copy off the press of Aiden's Chart Correction Observer's Manual at the North East Rendezvous. The manual will eventually be distributed to Auxiliaries throughout the nation.

Over the years, while visiting my oceanside retreat at Cape Hatteras, N.C., I have seen an ever increasing amount of heavy oil lining the beaches. At times this may appear only as dark streaks in the sand, but as you walk along, you will find that your shoes or feet are getting coated with this black goo.

Visit the fishing ports and hear the lament of the commercial and sport fisherman as he daily returns to port complaining of the vast amount of oil and "tar like" streaks covering the waters in what was once an abundant fishing grounds.

I witnessed the result of a tanker accident in April off the North Carolina coast. The beaches in some areas, were lined with the residue.

Coast Guard and merchant vessels churned through a massive oil slick in a continuing search for the 31 men from the 661-foot Texaco Oklahoma which sank while on a run from Port Arthur, Texas to Boston, Mass. The ship sank too quickly for the crew to send a distress message.

A 100-mile wide inky oil stain marked the spot in the Atlantic where the ship went down with its cargo of 220,000 barrels of heavy sulphur fuel oil.

What is being done to prevent this "time bomb" of pollution from spreading its lethal cargo further? At the moment, nothing. Man's technology has not yet reached the point where he knows what to do with such a situation.

Auxiliarists have always been concerned with, and have assisted with, the problem of floating debris as a navigational hazard. But their concern was given a new dimension recently when Rear Admiral William A. Jenkins, USCG, Commander of the Ninth Coast Guard District, stressed that the Coast Guard is being called upon more frequently to enforce Federal laws relative to the discharge of oil and other refuse on the Federal waters of the United States.

Admiral Jenkins put the challenge to the Coast Guard Auxiliary: "In the decade that lies ahead of us, we in the Coast Guard expect to become increasingly involved in our Nation's effort to alleviate the harm being done to our environment." He called upon the Auxiliary to form an Environmental Committee to study the problem of pollution on the Great Lakes and to make suggestions as to how the Auxiliary could best aid the Coast Guard in carrying out its mission.

There are a few bright spots in the situation. One is the increasing effort by officials and by agrieved private parties to put on the backs of the polluters the burden of paying for the trouble they have caused. There are suits and threats of suits against oil companies and carriers all the way from California to the Gulf, and from Florida to New England. Whopping fines have been levied recently against at least two oil companies for spilling oil.

Evidence of fresh oil spills should be reported to the U.S. Coast Guard or the Interior Department's Water Pollution Control Administration.

But that won't be enough. The one solution is to cut down on the use of oil. The world is on an oil binge, sopping up the stuff as if it had no limit. Unless the government and the public itself face about and demand a halt to some of this, disaster will eventually follow.



NARCO Harold B. Haney (left), extends greetings to RADM A.C. Wagner, USCG, Chief, Office of Boating Safety, on board the NOAS ship WHITING at the Safety on the Water Day held this past summer in Philadelphia.



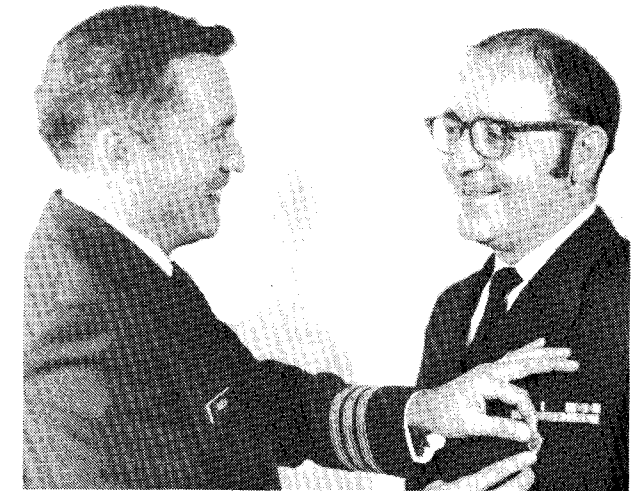
One of the many demonstrations given at the first Safety on the Water Day, was the proper method of fighting a boat fire and the necessary precautions that should be taken by the boat owner prior to the arrival of assistance. This was presented by members of the CG Base Gloucester for the benefit of the many spectators on hand.



Flotilla 45 of Paoli, Pa., set up a Safe Boating Week display at the King of Prussia Shopping Mall during National Safe Boating Week. The display, which consisted of several types of smaller boats and an arrangement of the required items needed aboard for a CME decal, attracted several hundred people during its week long stay. Attending the booth in the photo above are (l.) FC Lee Weckerly and Joseph Kolb, DSO-AIM.



NARCO Harold B. Haney, surrounded by this bevy of beauties, was presented with a special set of shoulder boards and "skivvies" prepared for Haney by CDR M. Tubella, DIRAUX Third (SA) at a testimonial dinner held this past June. The lovelies from left to right are, Mrs. Oscar Guenthoer, Mrs. Haney, Mrs. Wayne Hambleton, DSO; and Mrs. M. Tubella.



Setting a pattern for other operational members in the Third (SA), Andy Assimos, DSO-OPS, was awarded the AUXOP at the November District Board Meeting by CDR M. Tubella, DIRAUX, Third (SA).



The latest recipients of the National Commodore's Certificate of Appreciation were (l. to r.) Florence Henninger, FC-54; Kay Furber and Nancy Hopkins, DWAC. The award is made for the efforts made by the above in promoting aims, ideals and programs of the Auxiliary.

Candid Capers



The winner of Flotilla 57's Safe Boating Week Queen Contest was Miss Debbie Haggard (second from right). Surrounding the Queen are Donald Eyster, FSO-PR, Miss Patty Latshaw, runner-up and Bella Wydra, FlOWAC.



DCO Vic Baumeister extends a warm greeting to the Boy and Girl Scouts representing Troops 147, 180 and 32 who attended the October District Board Meeting with Ass't Boy Scout Liaison Officer Tom Cooper, Jr. (second from left). On hand to observe the proceedings were (l. to r.) Tom Cooper, 3rd, Geoffrey Tyrell, Carol Cooper and Lori Bird.

from the

DIVISION LOGS

V

DIVISION
CAPTAIN

E. L. Manahan



By Robert F. Lyter, SO-PR

Elections were held at the October meeting of the Division Board held in Harrisburg and it was announced that Howard J. Turner moved up to the office of Division Captain while Ralph E. Curtis will assume the duties of Vice Captain. DCP Manahan was again nominated for DCP but due to health reasons elected to withdraw his name from the race.

VCP-Elect Curtis is the first to pass all the required specialty courses in order to be eligible for the coveted AUXOP award. Curtis is the third member to hold the AUXOP rating in the Division and the twelfth in the District.

Ralph Curtis also has a unique point program in operation in regards to Membership Growth and Retention. The Flotilla that accumulates the greatest number of points at the end of the year will be awarded a globe (which is kept for one year) to be used in conjunction with celestial navigation. In addition a special plaque has been obtained and the Flotilla and the year the award was won will be engraved as a permanent record of the achievement.

For the second consecutive year Flot. 52's AIM candidate was selected to make the trip to the CG Academy during Indoctrination week.

David Aubin, eight, was the youngest individual ever to enroll in Flot. 53's Basic Seamanship Course. Upon completion of the course David was awarded a life jacket at the graduation ceremonies.

Flot. 54 has been quite busy training some 30 Sea Explorers of the York-Adams Council at their land base near Pinchot State Park. Those completing the

course were awarded Small Boat Handler merit badges.

Miss Debbie Haggar was selected as the first Safe Boating Queen in a contest conducted by Flot. 57. Runner-up at the first annual affair was Miss Patty Latshaw.

Another Safe-Boating Queen contest was held by Flot. 58 on July 4th at the Public Landing at Long Level and Miss Lyn Filmore was selected as queen with Miss Mary Ann Lowery the runner-up. Flot. 58 has met the requirements for the Director's Honor Roll, but are not satisfied and are now aiming at greater heights.

Being a new Flotilla, 5-10 finds themselves short on instructors and are issuing a plea for qualified instructors to help in presenting their Instructors Training Course.

The Charter Dinner for 5-10 was held in Danville this past June and NARCO Harold B. Haney conducted the ceremonies for the 20 charter members of the Flotilla. Other guests present included CDR M. Tubella, DIRAUX and DCP Ellwood Manahan.

VII

DIVISION
CAPTAIN

Albert C. Uhl



By R. E. Madden, SO-PR

Flotilla 74, for the second consecutive year, captured first prize with their float in the unclassified equipment division of the 1971 Annual Stafford Township Founders Day Parade.

The float, which was a Safety Patrol Boat, depicted the mission of the U.S. Coast Guard Auxiliary to teach and foster safe boating practices. In line with this, another safe boating class will be held in the near future.



Marching along with Flotilla 74's prize winning float in the 1971 Annual Stafford Township Founders Day Parade are (l. to r.) VFC R.E. Madden, C. Souders and P.E. McCoy. Riding in the boat for the land cruise are Pat Mirth and Cathy Stanford. (Below) PFC Ed Marshall, left, and FC Roy Evans share the weight of the Past Commanders Trophy that was presented to each by VFC R.E. Madden, right, at Flo. 74's August monthly meeting. (Photos by Joseph Dolan)



Pat Mirth and Cathy Stanford rode in the float while marching by its side were R.E. Madden, D.P. Souders, P.M. Hackett, J.M. Dolan, and P.E. McCoy.

During the Flotilla's August monthly meeting held in Manahawkin, N.J., Past Commander Trophies were presented to PFC E.T. Marshall (1968-70) and FC Roy Evans (1970-71) by VFC R.E. Madden.

"Yes, we were there at the Hospital Groundbreaking ceremonies on Saturday July 10th on Rt. 72 west of Garden State Parkway, adjoining Ocean Acres grounds," stated VCO Joseph L. Krager. "It gave us a real pleasure to be a part of the attendance with our representation which included DCP Albert C. Uhl, VCP E.T. Marshall and ten Division staff officers."

The Auxiliary pledged their support to the new hospital as did New Jersey Governor William Cahill and Stafford Township Mayor Robert Holm who were also in attendance.



Manning the display that attracted many passer-bys at the Music Pier in Ocean City during Safe Boating Week are (l. to r.) BMC Jennings, USCG; two members of the Absecon Island Squadron of the USPS (who co-sponsored the exhibit with Flot. 81), FC Harry Cummings, Adella Stolzer, DivWAC VIII; and VFC Bob Garrod. (Photo by Harold Swartz)

VIII

DIVISION
CAPTAIN

A. Baker



By Russell L. Higgins, SO-PR

Members of Flot. 81 in conjunction with members of the Absecon Island Power Squadron manned a display consisting of a fully equipped boat, in accordance with the legal requirements, on the boardwalk in Ocean City for Safe Boating Week on July 2nd and 3rd. During the two day period many hand-outs were distributed and questions from the public were answered by those present.

The AIM candidate that was sponsored by Flot. 82 to visit the CG Academy during Indoctrination Week was none other than William C. Bart, Jr., son of LT W.C. Bart, USCG, stationed at the CG Base, Cape May.

The boats patrolling the Delaware Bay area during the National Air Races held in Cape May County in June were manned by Joseph Peer, PFC 83, Russell Higgins, PDCP VIII, and Olin George.

PDCP Arthur Nissen received plaudits from the Coast Guard for his vital part in preventing greater loss of property when a pleasure craft caught fire after refueling and drifted into the docks of a marina in Cape May this past summer. Art was

meeting of the Pennsauken-Merchantville Rotary Club was Thomas Dugan, VFC-84. Dugan gave those in attendance a well-rounded picture of the Auxiliary along with the showing of the Auxiliary film.

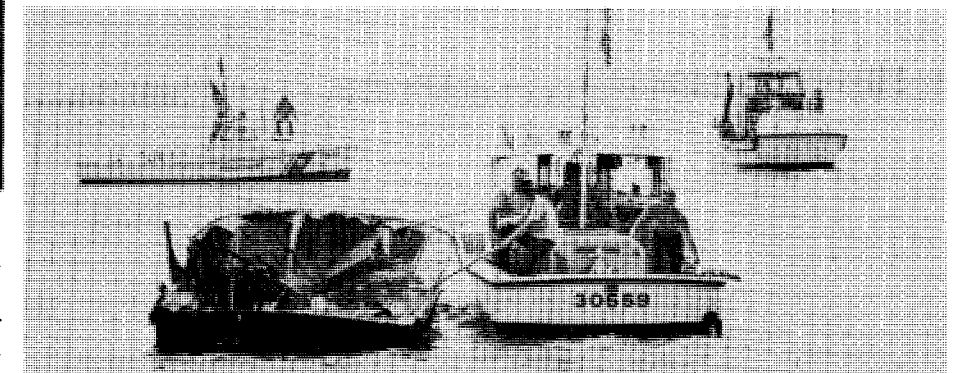
Quick action by DCP Art Baker when after spotting a boat on fire while on a short cruise with his first mate, had the ALLEGRO alongside the disabled craft within two minutes and ready to render assistance.

The new addition to the Blue Water Division, Flotilla 85, have shown the rest of Div. VIII that they are a well founded crew and equipped to handle their share of the load to keep the ship afloat. They have had a very active season and their labors are rewarding in a job well done.

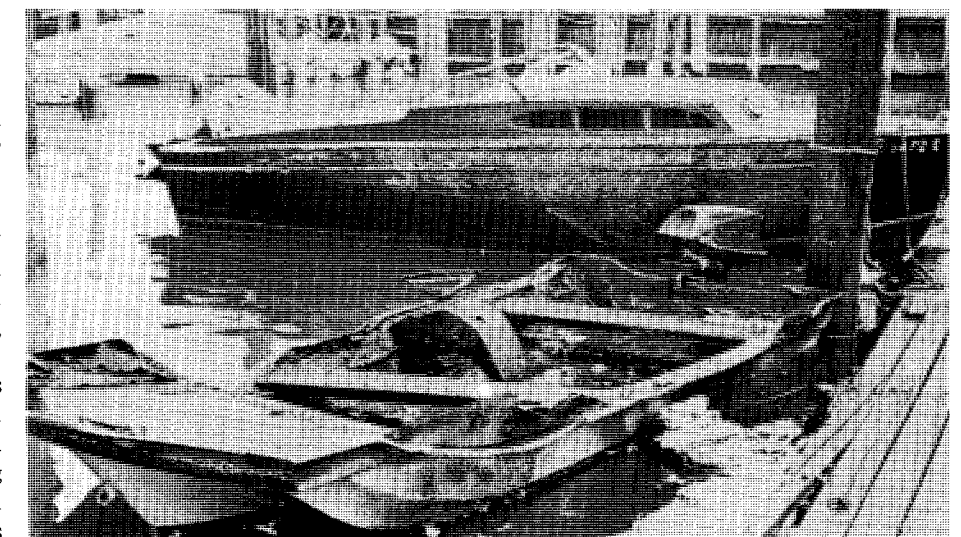
DCP Art Baker and SO Joseph Kelley made an appearance on WCMC-TV, Wildwood this past June. After the showing of the film "The Auxiliary Story" the two were interviewed by staffer Ken Lane on the many activities of the Auxiliary to round out the hour long program.

acting as a crew member of the CG 30 foot patrol boat that was dispatched to the scene of the fire.

The guest speaker at the August 5th



The boat PLAYMATE caught fire after refueling and drifted into the slips at Utch's Marina in Cape May last July inflicting serious damage to five boats. In the above photo the CG 30559 is alongside the Playmate extinguishing smoldering embers on the remains of the boat. PDCP Art Nissen (arrow) received commendations from the CG for his assistance as a crew member of the CG boat during the emergency. The photo below shows the extent of the damage to two of the five boats involved. (Photos by Rose Marie)





X
DIVISION
CAPTAIN
C. Stein

By Charles Frederick, SO-PR

Our thanks to PDCP Luther N. Longenberger for his assistance in helping to organize Flotilla 10-1, Stroudsburg. Having had the unpleasant task of disestablishing Division IX, which he helped to organize, it took real dedication to instruct and basically qualify seven new members for this Flotilla. Longenberger has transferred to Flotilla 98, 7th CG District, Florida, but he will remain active in the Third (SA) until his retirement in five years.



PDCP L. N. Longenberger

His achievements in the Auxiliary are: Certificate of Award in 1966 from 3rd (SA), Certificate of Award on the National Level in 1968 and Certificate of Achievement from his old Division IX. He feels that his greatest accomplishment with the Auxiliary are his boating classes. His motto to all new and old Auxiliarists alike is, "Be Interested."

WHAT'S GOING TO HAPPEN NEXT — Herb Vaughan and Roy Butz, members of Flotilla 10-3, Easton, were vacationing on the Potomac River with their families during July when one morning, having checked their charts very carefully, were returning to Washington, D.C. Since their position was off the Virginia shore opposite the U.S. Naval Weapons Laboratory in Dahlgren, Va., they checked the



This is one of the many boaters who brought their boats to the CME Station that was set up and manned by members of Division II at the Safety on the Water Day that was held this past June at the Linden Avenue Ramp in Philadelphia.

area for patrol boats, and finding none on station, assumed there was no firing scheduled for that day (as indicated on the charts).

Suddenly as they approached the Laboratory, they heard a loud explosion. After checking for damage to the boat and trying to determine the cause of the explosion, Vaughan learned from Butz, who was following him, that something had exploded in the water. They proceeded to leave the area — but quickly!

When they arrived back in Easton, Vaughan wrote to the Commanding

Officer of the Naval Laboratory, who investigated the incident and confirmed that there was no firing scheduled for that area on that date, and as of now there is still no explanation as to what really happened.



XII
DIVISION
CAPTAIN
M. N. Ruff

By Helen M. Gunter, SO-PUB

SUPPORT MISSION — The Coast Guard had a display at the recent Delaware State Fair and Division XII was asked to participate in the eight day event. Those assisting in the manning of the booth were members from Flotillas 12-2, 12-3, 12-4, and 12-5.

OPERATIONS — Division XII conducted Official Patrols in the Delaware Bay on each Saturday and Sunday, including Labor Day weekend, from August 21st through the weekend of September 19th. Several members qualified their facilities for the Operational Decal and this was their opportunity to put this conditional equipment to good use.

Division XII also conducted Safety Patrols.

LEFT — Demonstrating the proper method of handling a life-jacket to Miss Deptford Township, at Flotilla 38's Safe Boating Week exhibit in Pedicktown, N.J., is FC Don Grabert.



Safe Boating Queen Selected North East Rendezvous

Despite a gloomy weekend that was peppered with showers and clouds and only a trace of sunshine, a large number of Auxiliarists from the Third (SA) turned out for the annual North East Rendezvous that is held at the North East River Yacht Club the last weekend in July.

The festivities included a Commodore's Cocktail Party on Friday evening, a cook-out prepared by the Third's finest on Saturday afternoon and the usual delectable dinner, prepared as only the chef at the Club can prepare, on Saturday night.

Dignitaries on hand for the occasion included Captains Henry and Oakley both USCG (Ret.), Bill Matthews from the state of Maryland and NACO Harry S. Osbourn.

Remarks were made after dinner to the group by Matthews who informed everyone that the new Boating Act had just been passed. The podium was then turned over to NACO Osbourn who commented and praised the work done by Charles D. Alden, DSO-CHC, and in closing presented him with the first copy of his Chart Correction Observer's Manual that had just come off the press.

The highlight of the weekend gathering was the special project conceived by Marie Semet, SPO-NSBW, and that being the selection of the District Safe Boating Queen which was held on Saturday afternoon. The judges, CAPT. George Oakley, USCG (ret.), CAPT. Russell Henry, USCG (ret.) and Commander Dick Rice, Division V, U.S. Power Squadron had the delightful task of selecting as the Queen,



Miss Pattie Billingham, daughter of DCP Robert Billingham. Pattie, who stands a mere 5'3" and tips the scales at 115, measures 35-24-35. She passed her BQ when she was 16, was sworn in on her 17th birthday and presently at the age of 18, holds down the Sec'y/Treas. job for Flotilla 41.

During her reign as Queen she will be partaking in various activities such as the Cape May Rendezvous, Phila. Boat Show, Winter Conference and other Auxiliary functions within the District.

Runners-up in the contest were Miss Shirley Kircher, 21, also a member of the USCGAUX serving as Sec'y for Division VI. She also passed her BQ at 16 and was sworn in on her 17th birthday. The remaining runner-up was Miss Carol Mariani, 19, from Toms River, N.J.

DIRECTOR'S HONOR ROLL Continued from page 5

cloth anchor is affixed in the appropriate block. This is done by the Flotilla Commander or Vice-Commander.

Reasons for making this a Flotilla responsibility are three-fold.

1. It eliminates Division personnel from the charge of recording accomplishments of Flotillas which later might prove to be in error.
2. It gives the aggressive Commanders the opportunity to proudly chart Flotilla progress where many may witness the accomplishments.
3. It prompts the lax Flotilla Commander to solidify planning or be prepared to answer to observing Flotilla members, who, in visiting Division Board, view the blank spaces of their Flotilla as contrasted to other active units.

To aid the tasks of the VCP and the staff officers involved, it is required that each Flotilla submit copies of their CG-3615 Monthly Meeting Reports plus a monthly Flotilla Commander's Report to the Division Captain. These two reports for each of the Flotillas are circulated by a scheduled routing for the scrutiny of, and evaluation of each officer involved. The Division Captain receives them last, and the evaluation of each officer in his particular area of responsibility aids the Captain in preparing his reports to the Vice Commodore, and in presenting a more unbiased view of the overall health of each Flotilla.

If, however, our goal does not become a reality, all will not be considered lost. The efforts expended by Division and Flotilla elected and appointed officers can only contribute to a fine overall record for 1971.





To All Hands:

The Holiday Season means so much to all of us: the feeling of gratitude for the good things the past year has brought us, anticipation of the future, giving and receiving and the spirit of friendship towards others.

May we take this opportunity to extend to you and yours our best wishes for a Joyous Holiday Season. May the New Year be filled with Peace and Happiness.

The Third District (SA) Board and Staff

DEPARTMENT OF TRANSPORTATION
U.S. Coast Guard
Commander, 3rd CG District (dca-SA)
c/o Coast Guard Base Gloucester
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