

# Merry Christmas And A Happy New Year

WINTER  
1975-1976



## WHERE ARE WE GOING?

By LCDR W. Aliff, DIRAUX

My last article for "TOPSIDE" was titled "WHERE ARE WE?" in which the Southern Region's progress was reported — now let us see what lies ahead.

New programs commencing in 1976 will enable our members to participate more and gain more recognition and awards for their efforts.

The "Marine DEALER Visitation Program" will consist of specially qualified Auxiliarists whose function will be to visit local Marine Dealers and Manufacturers periodically to keep them up dated on Federal and State regulations, boating safety standards, Auxiliary activities in the area etc. Benefits for us are: better contact with new boat owners, places for holding CME stations, PEC classes and above all an improved and expanded image of the Auxiliary's services to the boating public.

More realistic goals of participation by the members in the various corner stones of the Auxiliary are now obtainable through the computer readouts of AUXMIS. The "Tenative Participation Levels (TPL'S)" that will flow from **Flotilla** level to **Division** to **District** to **National** will not reflect "Pie in the Sky," but those figures that can be accomplished. This does mean more effort on our part. An interesting factor (obtained from AUXMIS) is that only around **30%** of our members have contributed to **Auxiliary programs of any type, only one time this year.** Think about that!

An "Operational Award Ribbon" has been authorized commencing 1976. This award is not lightly given and will require as a minimum the following: (1)

See DIRAUX, Page 2

## FLOTILLA 5-10 EARNS "WELL DONE" FOR EXTENDED HURRICANE DUTY

By R. L. Kressler, F5-10  
Mission Coordinator

The Susquehanna Valley in Pennsylvania was devastated on September 26, 1975 by Hurricane Eloise, just three years and six months after Hurricane Agnes tore the region apart.

Flotilla 5-10, Bloomsburg was engaged in participation of the largest event in the area, the Bloomsburg Fair. This event normally has the attendance of around 500,000 people annually. The Fair began on September 22 as a stationary front situated itself across the Eastern Region of the United States. The weather caused light rain Monday with the rains increasing in consistency and strength as

the week progressed, saturating the region to the point that the ground and water sheds could hold no more. Hurricane Eloise turning inland found the front an easy path to follow and by Thursday evening with her winds diminished by the mountains began dumping inches of rainfall on the area. By sunrise Friday morning, streams in the region which had been yearning for water a week before, were now becoming vicious torrents of muddy water. The Bloomsburg Fair grounds are situated in the path of one of these now swollen streams and a rapid evacuation was made by our Commander, Thaddeus Piotrowski with the help of Craig Pursel.

See HURRICANE, Page 5

## New Assistant DIRAUX For Gloucester



Welcome aboard to LT(jg) ROBERT F. WILSON, new assistant DIRAUX in Gloucester. Bob is taking over the job left vacant by the departure of Alan Kegerise in June.

Bob came to us from the Coast Guard Cutter ALERT, in Cape May, where he

spent a little over two years. He graduated from the academy in 1973.

Originally from Portsmouth, Virginia, Bob and his wife Annemarie are presently living in Lindenwold, New Jersey.

Although new to the Auxiliary, Bob says he is impressed with the amount of work the Auxiliarists do in the areas of courtesy examinations, SAR and public education. In fact, he's so impressed, that you may just see him sitting sleepily behind his desk dreaming up new and exciting (well, maybe not exactly exciting) jobs for our eager members.

Whether he finds anything new or not, he is looking forward to an enjoyable tour working with Third Southern-Region, with anticipation of making many new friends among the Auxiliarists.



A student fighting oil fire with a 2 lb. B-I Extinguisher as Chief Humphries stands by to extinguish any flash back.

## YORKTOWN — 1975

By R. B. Hudson, IPDCP I

Yorktown is many things to many people. To the American colonists it was the end of their bloody struggle for freedom with the surrender of Cornwallis in 1781. Eighty-one years later it was the scene of one of McClellan's few victories when the Union forces occupied Yorktown during the Peninsular Campaign in 1862.

To Burt Hodgden, FC 14 and Dick Hudson, IPDCP-I it was an opportunity to sample some of that southern hospitality and attend the National Boating Safety School at the Reserve Training Center, Yorktown, Virginia. The Coast Guard was not to be outdone in extending a warm welcome to twenty-seven Auxiliarists.

August 27th began a week of intensified training in the CME workshop. Staffed by highly competent and experienced Coast Guard personnel it was to be an eye opening session. With classes from 1800 to 1630 the days were well filled with activity. The program was well planned and was to expose us to many humorous as well as potentially dangerous situations.

Perhaps the most outstanding exhibition was that conducted during the fire fighting demonstrations. Clearly this pointed out the necessity of having a second extinguisher on hand to combat flash back. A definite indication that a two pound B-I extinguisher is inadequate to control an established fire. If nothing else, many Auxiliarist will purchase a ten pound B-II after witnessing it's superior capabilities.

You may ask why qualified examiners would be willing to devote a week to a

program in which they are already well versed. It was not a sacrifice on their part, but an opportunity to obtain additional knowledge with which to conduct more meaningful seminars within their divisions. Even those who traveled across the country would agree it was a week well spent.

As with the warriors of a hundred years ago we took leave of historic Yorktown secure in the knowledge that all will set an example of professionalism for vessel examination within the Auxiliary. Why don't you try it, you'll like it we're sure.

DIRAUX, cont. from Page 1

10 missions - 40 hours (missions are: safety patrols under orders, scheduled voluntary patrols, regatta patrols, support missions and assists. (2) have completed AUXOP specialty PATROLS and one of the following - COMS, SAR or SEAMANSHIP AND (3) attend, after initial qualification an Operations Seminar. These factors must be accomplished **each year** in order to remain qualified for the ribbon.

National's new award program will be published in the next "Navigator" - watch for it! **Every flotilla member** can win an award if the criteria is met in the "Cornerstone" program they shoot for.

My last remark for this year is, "make sure that continuity of elected offices and staff appointments is carried on, pass on all your records, manuals, equipment and above all **COOPERATION** to the new man (or woman) coming in. Remember, you too, were new in the job at one time.

"A HAPPY HOLIDAY SEASON TO ALL!"

## WHAT ARE YOU

By R. B. Hudson, IPDCP I

Years ago Aunt Minnie decided that it was time she owned an automobile. Very few families had them then, especially maiden ladies, but one friend after another joined the ranks of motorists until it was more than she could stand.

When she went to the weekly meeting of the sewing circle she was completely out of the conversation. Now the talk was about horsepower where once it was about flower gardens and pies. At the Ladies Aid Society there was some mention of the Bible, foreign missions, and the preacher's wife, but there was more and more talk about miles per gallon or how to repair a puncture. So Aunt Minnie bought one. She went to the dealer and said, "I'll take that one," wrote a check for the full amount and told him to deliver it the following week. She then went to a contractor to order a garage built to house the automobile.

The garage was built and the new automobile delivered. The salesman informed her that he was ready to give her some driving lessons. That day was not convenient for the first lesson so she asked him to drive the automobile into the garage and promised to let him know when it would be convenient for her to begin driving.

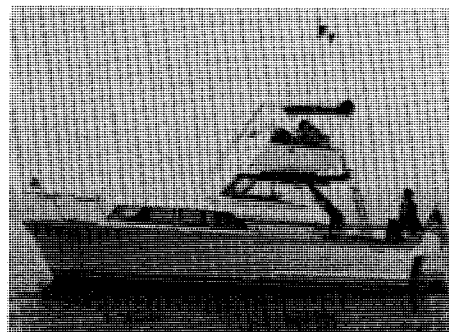
Day after day passed without Aunt Minnie calling the salesman. Weeks rolled by and so did months. At the end of the year she bought a new license, but never got around to taking her first driving lesson. Years passed and at the beginning of each one she bought a new license, but never moved the car. This continued until the day she died.

Poor old Aunt Minnie never realized the pleasure she missed. The automobile was paid for. The streets were there and she helped to pay for them too, but the automobile remained in the garage. The only pleasure she obtained from the automobile was in her ability to tell her friends she owned it.

Aunt Minnie was a screwball, but don't be too hard on her until after you have looked in the mirror. Did you write a check for your flotilla dues as Aunt Minnie wrote one for her automobile? Did you take the AUXOP specialty courses just as Aunt Minnie had the garage built? Do you pay your dues each year just as she bought the license for the automobile? Do you let your membership sit in the garage and rust like that automobile? If you do... Hi!... Aunt Minnie.



FLOTILLA 14's annual CME station at Bowers Beach, De. Those participating were Dick Moore VE, John Evans, Bill Raker VFC 14 and Ralph dePrisco.



Bert Chambers FSO-OP 49 on Official Patrol in the Northeast River, Md.

## Division IV Revives Patrol Operations

By Lee Paul, SO-OP, IV

Division IV has been relatively inactive in official patrols in past years. This year, the Division accomplished 12 patrols and rendered assistance to many boats on the Northeast, Elk and Bohemia Rivers in Maryland.

Six facilities participated captained by Ralph Bolger FC-42, Bob Gruntz FSO-OP 45, Bill Stevens FSO-OP 47, Syl Bousquin 49, Bert Chambers FSO-OP 49 and Lee Paul FC 49.

Serving as crew were Pete Schad VFC-42, Charles Craver of 42, Frank Houck FC-45, Nick Matchica FC-43, Mike D'Annunzio of 43, Fred Sultzback FC-47, Orinda Sultzback, Alfred Taylor, Alice Taylor and Bill Stevens of 47, Ann Paul, Bob Hillenbrand, Eric Pennell, Jane Raico of 49 and Dick Palmer VFC-49.

Voluntary safety patrols were made by Flotillas 46, 47 and 48.

This progress would not have been possible without the help of Ed Burns DCP IV, George Fender, VCP IV, Rodger Terr DSO-OP, Ed Casey ADSO-OP, and Bob Hunter FC-15.

The Fourth will hope for even better opportunities to render assistance to our fellow boaters in making boating safer in 1976.



BILL WALL NIGHT at F17 saw the 18-year veteran and charter member of the flotilla roasted in true Friar's style. Above, left, Fred Scherbaum, a F17 charter member now in F15, re-presents the Order of the Wet Monkey to Bill for mishaps on early patrols; right, IPNACO Harold Haney presents the National Committee Award for service since 1957. Below, Ernie Ellis, left gives Bill the original CME Talking Boat, which won an award at the National Conference in 1962, which Bill helped construct; right, Wilson Green, FC17, presents a plaque from the Flotilla in recognition of past services (in background, Dolores Sumner and Frank Sumner, DCP-I, and Irene duPont, Jr., another charter member, and Helen Green).



## USCGAUX AND USPS COMBINE FOR CME

United States Power Squadron members, belonging to the Delsea Squadron, wanted to program something for Safe-Boating Week this year. They went to Harold Carpenter, Flotilla Commander of Flotilla 36 in Bridgeton, N.J.

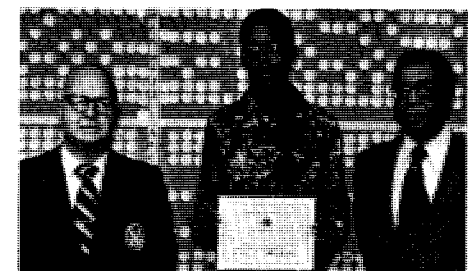
Harold's Flotilla members were committed to Auxiliary activity in the Fortescue and Cohansy River section, so he passed the ball to Jack Quinlan and Flotilla 33 in Vineland, N.J. Initial planning was established by Delsea's Lt/C Edward J. Lanahan and Flotilla 33's John McIntosh. Bits and pieces were put together during June; Power Squadron members provided directional signs to mark local roads and intersections for the information of trailered boats, Auxiliary members requisitioned, modified and set up a billboard type sign that Walt Smith of Flotilla 38 had encouraged the Division to provide for such cases. Both organizations put their "press agents" to work, resulting in excellent coverage in the Vineland, Millville, Bridgeton and Atlantic City Papers.

The 26th of June a joint meeting was held at Flotilla 33 headquarters, present were Flotilla 33 officers; John Quinlan, FC; Tony Mercurio, PFC; Bob Polhamus, FSO-GR; from Delsea Power Squadron; Commander Phillip Bennett, P/C Howard Eifert, Lt/C Edward Lanahan, Lt. Winfield R. Parker. Also present, Frank Wheaton, III, owner of the Port Norris

Marina, who very kindly made the facilities of the Marina available for the Examination Station, was joined by Jim Elliott, manager of the Marina. Review indicated that everything was "go" for Sunday, June 29.

Came the day and everything wasn't go. An overcast, squall lines moving over the Delaware Bay area, and lower than usual boat traffic, yet we had said "rain or shine" and the program went on as planned. More than 60 boat owners cooperated by visiting the Marina as Power Squadron members Bennett, Lanahan and Parker handled lines with the assistance of Auxiliarist Bob Polhamus (also the official photographer) while CME's Quinlan, McIntosh and Sciarretta performed examinations.

The program was a success, the USPS and USCGAUX jointly launched 1975's Safe Boating Week in the Maurice River Area. Maybe bigger and better for 1976?



JAMES L. BANKS, Salem High School, Salem, N.J. was awarded a Certificate of Achievement for his participation in Project AIM. Shown with Banks are S. Edward Davis, Principal of Salem High School and Eugene E. Hoff, Flotilla Commander, Flotilla 38, Salem and Division III Staff Officer, Career Coordination.

**IN MEMORIAM**  
For Our Comrades Who Have Made Their Final Anchorage in 1975

Helen Bohler	13-1	Herman Fegley	73	Elmer Ivers	13-5
Charles Clinton	12-5	William Bock	86	Robert Rife	53
Earl Johnson	14	Margaret Corey	27	Lucian Emerson	59
Thomas Riccardo	14	Sydney Brittner	13-5	Dean Reese	59
James Sonia	79	Charles Horn, Jr.	12-7	Belton Laubach	5-10
Olin George	83	Ralph Bellinger	81	Raymond Maurer	5-12
F. M. Rosner	74	Marien Seidel	81	Roberta Killian	14-1
Edward Schoen	73	Ambrose Brown	82	Paul Weien	15-1
Wansel Hudson	12-3	Raymond Klett	71	Bernard Kear	14-5
Nicholas Polen	32	C. F. Campbell	36	R. C. Painter	14-5
Lillian Fritte	25	Ellwood Manahan	53	Thomas Malsberger	13-3

**Permanent Members**

Robert Naismith	George Miley	Harlan North
George Senn	Owen Evans	Gustav Miller
Benjamin Heald	Robert Milne	



**FINALIST** in the Safe Boating Week Poster Contest sponsored by Flotilla 38, Salem, N.J. are shown receiving their Certificates from Thomas H. Gant, Contest Chairman. Thirty-five students in the Deepwater School, Pennsville, N.J. submitted entries.

**YANKEE DIVER "SAVES" COAST GUARD CUTTER**

By Ann D. Paul, SO-PB, IV

The U. S. Coast Guard Station at Beach Haven, New Jersey supplied one of their cutters to be "rescued" as part of a practical demonstration in Search and Rescue for 10 members of Division IV.

The demonstration which took place on 14 September 1975 aboard Joseph O. Reese's facility "Yankee Diver" was proctored by Chief J. A. Henry, USCG.

Participating members were DCP Edward W. Burns, VCP George Fender, Joseph O. Reese, Peter A. Schad, James F. Parsons and George S. Trostle of Flotilla 42, Robert C. Barker, William T. Stephens, and John W. Button of Flotilla 47 and John E. Johansen of Flotilla 2-76.

Edward W. Burns, John E. Johansen

and Joseph O. Reese also completed the Seamanship Practical Demonstration on the same date.

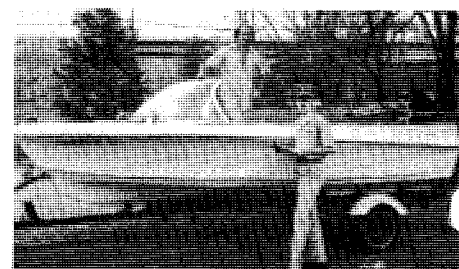
On October 5, 1975 another Practical Demonstration took place on the Sassafras River, Maryland aboard Lee Paul's facility "After Me." The demonstration was for Piloting and was proctored by AUXOP member Richard Hudson.

Participating members were FC Leonard V. Paul, Jr., Ann D. Paul and Helen G. Thorne, of Flotilla 49.

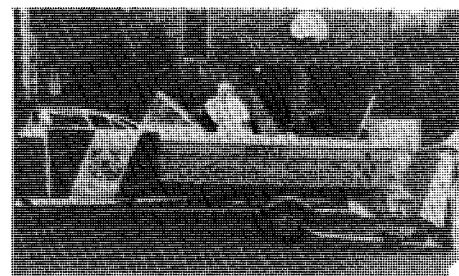


**AL COSLETT, Past Vice Commander of Flotilla 48 has been conducting a special seminar on navigation after the Flotilla meetings. The members really appreciate Al's time that he devotes to this special seminar.**

**During the second World War, he was a Chief Quartermaster in the U.S. Navy. Al certainly is a great asset to the Flotilla with his knowledge of navigation and a great loss to the Navy on his departure. We hope he will be with the U. S. Coast Guard Auxiliary for many years. (By George J. Chewkanes, FSO-PB 48)**



**FLOTILLA 45 of Paoli, Pa. manned a Courtesy Motorboat Examination Station at Betzwood Bridge in Valley Forge Park on every weekend from April 19 to September 14. A total of 320 boats were examined with only 40% passing the Auxiliary's high standards for safety equipment to be awarded the coveted CME decal which is honored by all states. The three most common reasons for failure are: no fire extinguisher, no whistle or horn, and no distress flares. Pictured is Laurence Brooks examining the boat belonging to Robert Frank of King of Prussia - he passed. (By Laurence Brooks, FSO-PB 45)**



**TROY RAUDABAUGH (in boat), son of Richard L. Raudabaugh, FSO-OP, F53, mans controls and brother Brian rides ski in flotilla's entry in the Carlisle, Pa., Hallowe'en Parade.**



**F-62 Poster Awards**

U. S. Coast Guard Auxiliary Flotilla 62, awards boys in Troop 46 and Cub Pack 58 of Hainesport, N. J., cash prizes and certificates for their participation in a contest for Safe Boating. The Contest was held in May, the awards were given out at our June 1975 meeting. The winners are as follows:

Category I - k-4th Grade: 1st - Andy Muench; 2nd - Todd Sage; 3rd - Bobby Keeney.

Category II - 5th-8th: 1st - Billy Keeney; 2nd - Philip Keeney; 3rd - Frank Krier.

Category III - 9th-12th Grade: 1st - Stanley Swarlo; 2nd - Chris Wolanski; 3rd - Todd Jones.

We are proud that two of our boys were also District 3 SR winners they are: 2nd - Chris Wolanski; 3rd - Stanley Swarlo.

HURRICANE, Cont. from Page 1

The teletypes to the area had given early warning of the rapidly changing situation and evacuations were started and the Columbia County Civil Defense went into full swing to stay on top of the pending disaster. Flotilla 5-10 was requested for assistance. All the boats and personnel that were available were activated by our Flo Wac Barbara Piotrowski and the Commander which ended abruptly as their telephone became inoperable. Upon arriving on the scene at 10:00 o'clock, I was asked by the Commander to take over. The first thing to do was to inform the Coast Guard or the Auxiliary that we needed orders. The Commander stated he couldn't find anyone at the Harrisburg Office. I immediately called the Director's office in Gloucester City. From this contact, we were told to do what we could and report it the earliest time.

We have at this point, Roger Strouse evacuating people by boat from the Fernville area of Bloomsburg, Craig Pursel at Civil Defense headquarters assisting with the establishment of a CB radio. The

commander's neighbor, Tony Skiptunis with his boat, sworn into CD and assigned to us. James Hammaker packing his clothes and reporting in. Our FSO-OP Frank Groody with his boat enroute to Bloomsburg and FSO-PE Linwood Purnell with FSO-SEC Joan Purnell and their boat on their way in. Our daughter Cheryl Ann on the phone attempting to contact more members as I prepared our boat for action. The Western end of Bloomsburg is now going under water. Roads in the area are being cut off with many areas being isolated. A request came for boats in the Benton area which was being battered worse than in 1972. To add to the situation the town had a huge fire which destroyed the hotel and a pharmacy. We were unable to get to this community about 20 miles North as the roads were impassable. Tony Skiptunis and Craig Pursel were dispatched to Orangeville to assist in the evacuation of a Nursing Home. They returned without assisting as the boat was too big to help. All were evacuated safely.

A call was received that 15 people were stranded at the sewage plant and were to be picked up. All of our vessels were dispatched to find out the river had not raised enough to run this area; as upon arrival, two small boats were attempting to reach the sewage plant but ran aground. I made a call to CD to send an Army six-by to us to attempt the evacuation. This proved successful. Two people were still remaining at their home two miles away, but neither we nor the truck were able to perform the evacuation and it would have to wait until morning.

By 11:00 o'clock the Fishing Creek started receding and Lin Purnell was instructed to be careful so he wouldn't be stranded away from his trailer. At one o'clock the security patrol had to be stopped. It's not over yet, now the river takes over.

With a house full of people, about 2 a.m. we finally settled for a little sleep. The first call came at 6 a.m. to insure the removal of the remaining people along the river at day break.

The river has risen to cover the entire park and is at the basement doors of the homes on twelfth street. The lawn of Prof. Jones became our operating area for the duration of the flood. Upon launching, Jim Hammaker and myself had the first call, we proceeded to evacuate the Leiby's to find that the water was not as deep as before, the currents in this area were different and required more caution. The run was completed safely, evacuating three people instead of the reported two.

Now all of our boats are in the water and standing by. From now on until the

river recedes, it is a different role from the one played yesterday. The raging streams have settled to a slow rising river, but our duties are far from over.

The residents of the area all come to us for transportation to their homes to move their furniture and belongings to a safer higher location as their flight the evening before gave no time to this chore.

The Kistler farm is one example. This time, he has 33 little pigs and one Bassett hound that were moved to the second floor of the barn and need water carried in and to feed them twice a day. The owner of the Village Mill restaurant approached us for assistance. He stated there were 500 steaks and 100 gallons of ice cream in his freezers. He would donate them if we would haul them out. The journey was fruitless as the freezers were floating to within a foot of the second floor.

Frank Groody was dispatched to the Fernville area to assist in evacuation.

The rains have now ceased. Many of our members not under our command are busy assisting in the evacuation of many along the flooding areas. Carl Dent, William Kile, Gregg Kile and William Streater were not seen all day as they were busy helping the victims. Edward Linn was contacted and was already busy helping with evacuations in his area.

As the lower end of Bloomsburg was being overrun by Fishing Creek, a call was received by the Police to check the area to assure a complete evacuation. This was accomplished mostly with the use of the National Guard and their vehicles capable of driving where we were unable to run.

By now my wife is on the scene and has taken over on the communications. FSO-VE June Kressler stuck with this duty until the mission was terminated. She was assisted by Barbara Piotrowski and Joan Purnell along with Cheryl Ann.

Action began to pile up. Looters were reported on the Fair grounds and the Police requested help. Roger Strouse and Ted Piotrowski were sent and assisted in removing the livestock that remained at the various locations on the Fair grounds. (The only loss of animals occurring was 2 pigs and 100 chickens.) To the best of my knowledge, no looters were caught.

A call came for help as a car was swept from the highway and down a ten foot bank which was now twelve feet of water. The driver escaped to be washed across a field and found safety in a tree. A helicopter was unable to retrieve him. Frank Groody, Linwood Purnell and two CD people, Joseph Sands and Terry Hammaker went to the rescue. Upon arrival back at the base, James Ham-

See HURRICANE, Page 6

maker and myself left to back them up as we saw this area before. The high water had washed the highway out and had about a two foot waterfall churning over it. Frank Groody and crew, while attempting to navigate this area ran aground and was immediately swept over the falls. We all thought they would be swamped. They rode it out. Recovered and returned to the trailer. The CB radio in Groody's car now told us the man had been recovered from the tree by another boat. Rattled nerves and all returned to base.

The Commander, Thaddeus Piotrowski lives in the low section of Bloomsburg along the river and was hit very hard in 1972. The reports are looking similar to them and the river is beginning its rise. He had to take time out to evacuate his home.

I was called to a meeting with the CD Director, the Chief of Police and the Fire Chief to establish security against looting in the Western end of town. It was decided we would furnish boats for patrolling with law enforcement agents. This was to be carried out both nights of the flood. Our schedule was established with Linwood Purnell taking the first watch.

We furnished transportation to the Bell Telephone Co. to repair and remove lines that were in the water.

Many assist missions were carried out under these flooding conditions during the day. The river was predicted to crest Saturday evening at 10 P.M. four feet lower than in 1972. The river was flooding many areas around Bloomsburg, but we received no calls for assistance. The reports say that the dikes in the Wilkes Barre area have held saving billions of dollars in damage in that area.

Saturday evening security patrols went into effect with Tony Skiptunis and Ted Piotrowski sharing the night with Roger Strouse. No events were reported.

Sunrise Sunday morning sent Roger with personnel and firemen to the Hanover plant to check on gas fumes reported in the area. Tanks had floated and ripped loose. All was secured without incident.

The waters were receding at a very slow rate. The residents of the river area wanted us to transport them home so they could begin cleanup and prepare to exist again. At 1:00 p.m. the water was becoming shallow enough that we had very little time to complete their requests. They were phoned and told of the situation. We ferried them home and placed the boats on trailers at 3:00 p.m. as it was no longer possible to navigate the area. We stood-by until Civil Defense released us from duty at 6:00 p.m. Sept. 28, 1975.

Conclusion:

Flotils 5-10 had 4 facilities under Coast Guard Orders from 9/26/75 to 9/28/75. 34 assist missions were conducted.

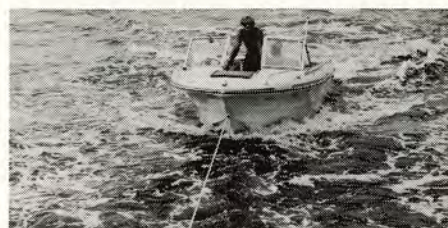
Duties:

SAR:

Groody, Frank	Captain	56 hours
Pursel, Craig	Crew	56 hours
Kressler, Russell	Captain	56 hours
Hammaker, James	Crew	56 hours
Purnell, Linwood	Captain	56 hours
Strouse, Roger	Captain	57 hours
Piotrowski, Thaddeus	Crew	57 hours

Communications:

Kressler, June	50 hours
Piotrowski, Barbara	15 hours
Purnell, Joan	13 hours



**A BOATMAN with a leaky gas tank spotted the orange and black signs of a FLOTILLA 71 vessel on official patrol. Rather than miss a signal to the patrol vessel, the boatman started his motor — with all hatches and motor boxes OPEN and proceeded toward the Auxiliary vessel. Upon stating his problem, he was immediately taken in tow and brought safely to his destination. It was noted that the boat did not have a CME decal. Had the boat been inspected, the entire problem might have been avoided. The leaking of gasoline into the bilges of a boat always means imminent danger. However, this time, disaster was avoided. (By Don Voit, Division VII)**

## F-82 1976 Plans

The following, reprinted from the CAPE MAY STAR AND WAVE, indicates planning for the Bicentennial is well along at Flotilla 82.

"The Coast Guard Auxiliary has informed the Cape May Bicentennial Commission that it will participate in next year's bicentennial by way of a spectacular marine parade and fireworks display.

"Bicen Commission chairman John Miller reported this week that the Jersey Cape ... Flotilla 82 of the Coast Guard Auxiliary has planned the parade and fireworks in conjunction with the 186th anniversary of the U. S. Coast Guard — August 4, 1976.

"The parade — in observance of the anniversary of the nation's oldest seagoing service — will begin in Cape May

Harbor and proceed along the Cape May beachfront to convention hall.

"Auxiliary liaison representative with the commission is (Flotilla) member Andrew Knopp.

"This project should prove to be a colorful display and a spectacular event for everyone concerned."



**TONI CARSON, F12-5, helped man Division XII Communications Ceter.**

## Division XII Sets Up Bay Communications

By Gertrude S. Benton, SO-PB XII

In July, 1974 the communications trailer was only a gleam in Division XII's eyes! It was purchased from Cars-A-Plenty in 1974 from donations. The idea as well as a good deal of the work should be attributed to Robert Carson, DCP. The trailer when purchased was equipped with an air conditioner. An FM radio, complete with a 8 channel scanner, an AM radio and both antennas were loaned to Division XII by Central Electronics in Selbyville, Delaware. The trailer was set up in Bowers Beach, Delaware right next to the beach. A view of the cut stakes at Bowers could be seen out the window in front of the radio operator. The communications trailer has been open and working every weekend from May 24 through September 28, 1975. On one occasion (after a bad storm) it was opened on Friday night until early Saturday morning on request of Marion Police and the Fire Company to help in rescue operations on the Bay.

Thirteen members of Division XII have manned the booth spending approximately 170 hours in the communications center.

The trailer was equipped with 2 log books (as well as the radios) and sign in/out sheets for operators to use. Other pertinent information was available such as patrol schedules. Pamphlets were there to pass out to the public. The trailer acted as a center of communications for all Division XII patrols in Delaware Bay.

The Communications Trailer has been good for communications and also good for public relations for the Coast Guard Auxiliary and Division XII.



**BONNIE DILL, District Safe Boating Queen for 1975 and Linda Boone, Division XII Safe Boating Queen pose alongside float at July 4th Parade. Bonnie's reign officially ended Sept. 20 when she participated in the coronation of her successor, representing Division XII, at Cape May. Division XII is proud of Bonnie Dill and believes she has represented the Coast Guard Auxiliary well. She has participated in three parades, attended flotilla and division meetings, Christmas parties and rendezvous, and even found time to complete the 12-lesson BS&S course during her reign. Congratulations for a job well done. (By Gertrude S. Benton, SO-PB XII).**

## PFD vs Boat Length

By E. J. Forler, FC 81

Regarding Personal Flotation Devices, C.G. 289 "Courtesy Examiners Handbook" states that:

- (a) Except as provided under exceptions (generally racing shells, rowing sculls, racing kayaks, etc.) no person may use a recreational boat **less than 16 feet** in length or a canoe or kayak unless at least one P.F.D. of a suitable size and of the following types or their equivalents listed in Table A is on board for each person:
1. Type I P.F.D.
  2. Type II P.F.D.
  3. Type III P.F.D.
  4. Type IV P.F.D.

(b) No person may use a recreational boat 16 feet or more in length except a canoe or kayak unless at least one P.F.D. of a suitable size and of the following types or their equivalents listed in Table A is on board for each person:

1. Type I P.F.D.
2. Type II P.F.D.
3. Type III P.F.D.

(c) No person may use a recreational boat 16 feet or more in length, except a canoe or kayak unless, in addition to the P.F.D.'s required in Paragraph (b) at least one Type IV P.F.D. or its equivalent listed in Table A is on board.

Let's see what Types I, II, III or IV means:



Type I is described as any approved device designed to turn an unconscious person from a face down position in the water to a vertical or slightly backward position and to have more than 20 pounds of buoyancy. A Type I P.F.D. is less wearable than the other P.F.D.'s.

Type II is any approved device designed to turn an unconscious person from a face down position to a face up, vertical or slightly backward position and to have at least 15.5 pounds of buoyance. A Type II P.F.D. is more wearable than a Type I P.F.D.

Type III is any approved device designed to keep a **conscious** person in a vertical or slightly backward position and to have at least 15.5 pounds of buoyancy. This design is a more comfortable and wearable device for activities where it is especially desirable to wear a device because of the likelihood that the wearer will enter the water.

Type IV P.F.D. is any approved device designed to be thrown to a person in the water and not **worn**. It is designed to have at least 16.5 pounds of buoyancy.

Now let's strip the preceding of its legalistic terms and see what the facts really are:

First, the first three Types I, II and III,

are similar, although Types II and III are watered down a little and are not up to the standard of Type I, but still good enough in most cases. Note however, that Type III (used mostly by skiers) is intended to keep a **conscious** person in a vertical or slightly backward position.

Second, Type IV is designed to be thrown and not worn. Merely something to hang on to.

Third, Recreational boats 16 feet or longer are required by law to have P.F.D.'s I, II or III for every person on board, plus a Type IV throwable device.

Fourth, Recreational boats less than 16 feet in length will meet legal requirements by having only Type IV P.F.D.'s for each person aboard.

Now let us study some of the contingencies that may occur. It is possible that a person may accidentally slip from a boat and fall in the water. In most cases a throwable device should be sufficient. The victim may be able to swim and probably all that is needed is a rope to pull him back on board, or a boarding ladder.

Suppose, however, that a serious accident occurred, a sinking problem or a fire where it is necessary to leave the boat and remain in the water for a long time. This has certainly happened many times. If the victims have P.F.D.'s I or II they See PFD, Page 8

have a chance to survive even if unconsciousness overtakes them. Type III may not keep an unconscious person face up, but it will keep them afloat without any effort on their part. However, the victims who have only Type IV are dependent entirely on their ability to hang on. If fatigue or unconsciousness overcomes them they would be in a very precarious condition.

This brings us to the nucleus of the entire subject. The safety of the victim should be the prime consideration in the study of P.F.D.'s. Nothing else is of greater importance.

This has been a lengthy article but it was considered wise to bring out all of the facts for a clear evaluation of the subject. It can all be boiled down to two sentences.

(a) Size of the boat should have no bearing in determining the type of P.F.D. required.

(b) If the P.F.D. is not good enough for passengers on a 40 foot boat it should not be good enough for passengers on a 15 foot boat.

## OLD-TIME DERRING-DO AT F-81 OCEAN CITY

In an interesting article in Ocean City's BROADSIDER Magazine, Warren E. Fox details the early and often thrilling history of the Ocean City Flotilla, F 81, which was organized June 1, 1940. Early in 1941, when German U-Boats were lurking off the coast, members were asked to sign up as active reservists and, after Pearl Harbor, were called on by the Fourth Naval District to undertake off-shore rescues and patrol duty. Starting May 11, 1942 and continuing until Dec. 6, two boats per day, completely manned and equipped, covered a course from Ventnor to Sea Isle, linking with adjacent patrols. More than 8,000 patrol miles were logged before the Navy and Coast Guard were able to take over the surveillance program.

In 1942, the Flotilla dedicated an Auxiliary Emergency Hospital on the bay-front to serve seamen rescued after enemy action in the area. The staff — five

physicians, a dentist and a registered nurse — were all flotilla members.

Subsequently, the flotilla took on port security activities, checking crews and cargoes of fishing vessels going in and out of Wildwood, Two Mile, and Cape May. Members also manned watch towers at Ocean City and Peck's Beach or served at the Essington Coast Guard Base and on the Upper and Lower Anchorage Patrols of the Delaware River. In 1945, flotilla members went on guard duty at the CG Radio School in Atlantic City.

After termination of reserve activities on June 30, 1945, the flotilla served again in the September hurricane, doing rescue work, property protection, and, under arms, protection against looting. The Auxiliary ran up 3,980 man hours in the hurricane duty.

In concluding his story of the past, wily Warren Fox ran in a plug for present day flotilla activities in courtesy inspection and public education courses, demonstrating that Auxiliary service has not waned with the passing of its wartime duties.

# WINTER CONFERENCE - FEB. 20-21

Details to come in TOPSIDE JR.

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