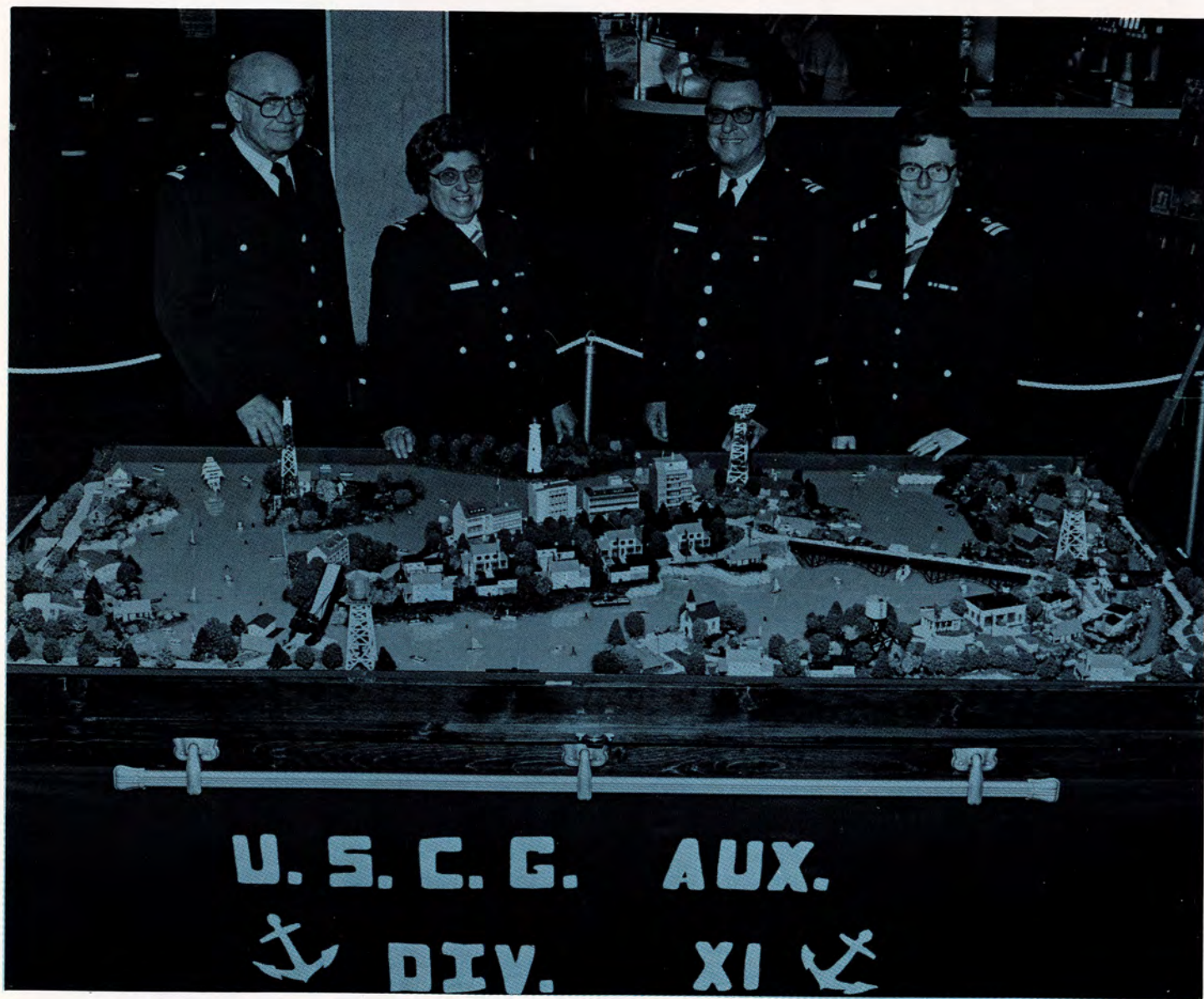


# t<sup>opside</sup>



“BOATING IN MINIATURE”

**SPRING 1980**

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Division XIII ..... Joseph Phelan  
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### Front Cover:

Auxiliarists of Division XI (L to R John Herbein, Betty Fizz, Earl Fizz, and Virginia Mogel on duty at the Boat Show, Berkshire Mall, Wyomissing, Pennsylvania, with the "Boating in miniature" display - (See story on page 12)

TOPSIDE is published at no expense to the U.S. Government or the U.S. Coast Guard. Cost of its publication is borne by dues paying members of the 3rd Coast Guard District Auxiliary (Southern Region) a volunteer, unpaid civilian body whose mission is to assist the regular Coast Guard in promoting and maintaining safety on the water.

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## A VIEW FROM THE BRIDGE

## WHAT'S UP FOR '80

It is appropriate at this time of the year and look into the crystal ball and attempt to determine just what the coming season has in store for Auxiliarists. Many of you heard a preview of this from Rear Admiral Schubert at the District Conference. To refresh your memories and to keep everyone else informed, I would like to go over his major points and to elaborate on some. An excerpt from his remarks appears below:

"What are the prospects for 1980?"

- Energy Conservation is the theme.
  - Travel cuts are already in effect, as board and staff members know.
  - Patrols will be more deliberate, i.e., most concentrated in the most productive areas. Fire-house type standby will be a way of life. Readiness to proceed will be a by-word.
  - But - Patrol money will be available. We have received sufficient money, approximately \$6,500. - additional money, just to cover the inflationary price increases on your fuel. Use of patrols and patrol money will be concentrated on actual assists.
- Selective Augmentation will continue as a slow, but deliberately progressive pace in response to needs identified by regular Group and Station Commanders, and the DIRAUX.
- Member training will be emphasized in order to promote better quality operators, better vessel examiners, better instructors, and overall, better-trained and better-informed Auxiliarists.
- We expect to purchase more new equipment to enhance your ability to perform.
- Finally, in our, the Coast Guard's end of the ball court, we are going to make a much bigger push to get patrol and damage claims processed more expeditiously. Believe it or not, each claim is handled by six to nine people, each of whom take approximately a week for processing, including mail delays. Special cases take longer. So you can see, it can easily take two and one half months for normal processing..."

Rear Admiral Schubert's comments on Patrols are mostly self-explanatory. We are funded at approximately the level of last year. Because the cost-of-living increases lag the actual increases in the price of fuel, we'll have to make up the difference by more standby time, and more innovative, yet effective methods of dealing with the SAR problems.

On augmentation, my main reason for a "go-slow" attitude is that I want to be absolutely certain that if any Auxiliarist invests the time, effort and study to gain special expertise which qualifies him under an "Auxmentation" program, the Coast Guard will have an identified need for that service. I, myself, have been a volunteer enough times to know that there is nothing worse than responding to an urgent call for a "volunteer augmenter" and then never being called to service.

(Continued on page 3)

### WHAT'S UP

We have spent a considerable sum in the last two years on audio-visual equipment to enhance member training. I hope, for the future, to be able to follow up on that with other types of assistance. In particular, I will be interested in the quality of training at the Flotilla level.

Finally, for myself, let me say that although I can not get around enough to speak to each of the thousands of Auxiliarists in the Third District, I have your interests at heart in each of these matters. I know full well that "...the Flotilla is where it's at..." The productive effort of the Auxiliary is the

### UPDATE...Lt. F.C. Rogers, Jr.

Ah, spring! Our feeling of goodness rises daily with the temperature. The kids thoughts turn to playing hookey and romping through sun drenched fields. Swimmers begin testing the local swimming hole, but -- brr!-- it's still too cold. Boat covers have shed their weight of snow and have been washed by the spring rains. Boating season is just around the corner.

Now is the time to get your boat ready for the season. When the cover comes off for the first time what do you see? A lot of needed work or a boat ready for the water. As part of any regular maintenance program certain items always need attention, even when they were looked at at the end of the season. How is the battery? Need charging or replacement? How about changing the oil or flushing the cooling system again (even if drained over the winter). And what about the equipment? Fire extinguisher charged? Covers on PFD's in good shape? Lines in serviceable condition? Bilges clean and free of oil? Lights working properly? Spare parts and tools? There sure are a lot of things to look at!

### UPDATE...Lt. James Davis

I have been in this job a little more than 18 months now, and have really enjoyed most of it. Two incidents, however, have left a sour taste in my mouth. They are both poison pen letters. Let's compare them.

- Both were very derogatory in nature.
- Both were filled with, at best, half truths.
- Both spoke in such generalities that the problem could not be identified.
- Both were unsigned.

Let me explain a little about the last one. It was addressed to "Sir", and copies were sent to the Director, myself, the RCO and the DCO. Am I the "Sir" that is supposed to do something? What am I supposed to do? The letter asked for a Court of Inquiry. Since the person the letter maligns is not in the Coast Guard, I can do nothing along

### UPDATE...Ens. E.G. Rodgers

The patrol season brings with it the need for Auxiliarists to increase their operational training.

Search and rescue drills can be put together by Operations officers and Area Coordinators. On the water exercises can increase an Auxiliarist's expertise in such things as man over board drills, towing, and search patterns. These

(Continued from page 2)

cumulative effort of each one of you working through your Flotillas. Making your job easier and more effective is always paramount in my mind, even though it may not always seem that way. As you drop your boats in the water for the coming season, keep in mind that we are all part of the same team, that there are ways to solve nearly every problem, and that we can serve the boating public most effectively by working together and stroking our oars in unison.

R.A. De Corps, Jr.  
Captain, U.S. Coast Guard

Okay, the boat's ready. How about you the operator? Reviewed towing procedures? Rules of the road? Search and rescue techniques? Have the latest information on district procedures (sometimes called a seminar)? Know what equipment is available for use on patrol? Again, so many things to do!

Now that you and your facility are ready, you can sally forth on patrol as the expert and safety conscious boater you are supposed to be. Oh, I almost missed that one -- equipment available for use on patrol. Yes, there is equipment available for use on patrol. SAR kits, loudhailers, tow lines are all available for use. Naturally, there aren't enough for everyone, but, they are available. Contact your operations officer to find out where, when and how.

Remember -- Sail, Power. Ready It Now. Get Thee Involved. Maintenance Efforts. Summer Underway Missions. More Enjoyable Recreation Time. Improves Members Experience. (SPRINGTIME, SUMMERTIME)

those lines, so the letter must not be to me. On the other hand, the author demands action before 15 April or they will write to the Commandant. Since the Commandant can only deal with Coast Guard personnel, maybe the letter was to me. I do not know. I am confused. I do know what action I did take. First, I used the letter as a basis for this article. Second, I threw it out.

Ladies and Gentlemen of the Auxiliary, let me assure you that the Director's office, working with the Commodore, will do everything in our power to solve your problems while protecting everyone's rights. The only thing it takes, is for you to have the guts to SIGN your letter of complaint. If you do not want anyone to know about your letter, then send it to my home address (P.O. Box 385, Harrisburg, Pa. 17108). Just remember, if you do not sign your letter of complaint, it cannot be taken seriously. Enough said.

drills could be held in conjunction with Coast Guard Units. This would allow Auxiliarists to learn a Group OPLAN along with improving relations between two members of the Coast Guard family. This would give each a better understanding of the other.

(Continued on page 4)



Operational training could also include demonstrations of the SAR kits. Last summer, one Area Coordinator held several demonstrations. Many Auxiliarist's are not familiar with the contents of the kits and their locations. The kits are a valuable operational tool but they are not being put to full use. Hopefully, that situation will improve this summer. More SAR kits are expected.



## UPDATE...R.A. Carson (DCO)

Well, Spring is finally here, and for most of us that means the joys of recommissioning our boats - scraping, painting, re-rigging, engine overhauls, and all while dodging raindrops. And people wonder why boaters love Spring.

Spring will also serve to bring to the forefront a major problem - fuel. This is not a new problem, but it looks like it will be with us for years to come. While we may not encounter the shortage we faced last summer, the price of gasoline and diesel fuel continues to climb. This continuing problem will force us to reevaluate and revamp most of our Auxiliary programs.

Public education has already been hit by the reluctance of potential students to travel, but the changes here are not of immediate concern - high gas prices notwithstanding, we're still attracting students, and doing our customary excellent job of educating them.

It is in the fields of Operations and Vessel Examination that the energy crunch will be felt the most. Our Vessel Examiners will find fewer boats at the launching ramps on weekends; on the other hand, more boats berthed in marinas will be remaining in their slips, so they will be available for inspections. You VE's will just have to look harder for boats to inspect. The boaters will still be going out, just not as often as before.

This brings us to the major area of concern Operations. Our operations programs must continue - they are needed, perhaps now more than ever. But we will see changes. There will probably be a drop in scheduled voluntary patrols due to fuel costs. Since voluntary patrols play a major part in our program, and cost the government nothing, it would

Finally, Area Coordinators offer Auxiliarists the opportunity to patrol outside their Division. Their roles should be expanded so that a greater number of Auxiliarists can be involved in the Operations program.

serve us well for the operations officers to try to interest more members in this area of operations. While the perennial "regulars" may be forced to cut back, we can fill the voids with members who did not make patrols in the past if we try hard enough. The same idea applies to our Chart Updating program, always one of the best in the Country. A diligent effort on the part of our CU officers can interest more members in the program; thus, we could achieve our normal excellent results without unduly burdening the people we've depended on in the past.

Finally, we will see major changes in our official patrols, those with Category III (reimbursable) orders. Patrol instructions will require skippers to anchor, moor, or drift in their assigned areas unless a case arises. More sailboats and smaller power boats will be recruited; response time may be lessened somewhat, but fuel savings could be significant. Remember our official patrols can only last as long as the Coast Guard can afford to pay for them. The Director's budget has allowances for inflation, but costs have risen, and will continue to rise more than has been expected.

Remember, the more fuel (and money) we save early in the season, the more we'll have available in August and September.

We can still have a good season, and we can still get our job done. All we have to do is be careful with our fuel, and get more members interested in Voluntary patrols. We want the Auxiliary to show the public and the Coast Guard that we can get the job done even when the deck is stacked against us.

See you on the water. (Just not as often).



## UPDATE...Lee B. Weaver (VCO)

Time changes everything. If a man is to survive, he must change with the times. The energy crisis has created more changes in the boating activity during the past year than we have experienced in the past decade. The days of obtaining all the Courtesy Examinations an examiner could handle by just being at the marinas and launching ramps is rapidly becoming a thing of the past. The restricted use of fuel, and its attendant high cost, has resulted in less boating activity, which could seriously affect many of our programs.

If we are going to continue to increase the number of our courtesy examinations each year, we will have to rededicate ourselves and spend more hours in the popular boating areas in order to meet our quotas.

I suggest that this might well be the time to realign our priorities in order to preserve membership interest and pro-

vide worthwhile activity in the organization. No organization can long survive without membership activities which are interesting and productive.

It is not only a sign of the times, but the time of the year when we traditionally commence our Public Education Courses and Membership Training. These are two of the most productive areas in the Auxiliary. I urge each of you who are involved to provide programs of interest and instruction to the membership and not to be discouraged if public education falls below expectations this coming season. Man has been boating for a good many years longer than we can remember and I am confident that the downward trend in boating activities is only temporary and there will be a resurgence of interest and activity when the energy shortage is solved by whatever means.

(Continued from page 3)

## UPDATE...Robert L. Wecker (RCO-W)

The Coast Guard Auxiliary is composed of American Citizens from many varied Professions and Occupations. Whatever our chosen field, we assemble as an organized unit for the purpose of Promoting Boating Safety on our Waterways.

To further the programs of our Organization we devote many of our leisure hours. For one reason or another we have consented to give this valuable time to what we consider a worthwhile cause. To accomplish this we commit ourselves to serve as Elected and Staff Officers, on Committees or whatever other programs required to make ours a Worthwhile Organization.

However there are some of us who find we are unable to attend Flotilla and Division meetings and therefore are un-

## UPDATE...Richard Hudson (RCO-C)

### WHO'S CHEATING WHO?

As we begin our winter and spring public education courses let us consider the title to this article. Are we short-changing the students attending our classes? Are we short-changing our instructors by asking them to do only half of a job? I am, of course, referring to those public education officers and course supervisors who ask the instructor to teach for only half of an evening; split courses.

In splitting a course we are depriving the instructor of the opportunity to present his program in a relaxed and thorough manner. Too often I have heard the student comment "I wish we could have had more time to spend on this subject". It is a disservice to a good instructor to make such a request of him. If he does a conscientious job of teaching he or she has put in many hours developing a presentation, in gathering background data and in putting it in final form for the class. We keep stressing greater proficiency for our instructors, then turn around and ask them to do half a job. The two are not compatible. Instructors without this degree of proficiency are apt to omit important segments of the course, present their facts out of order, give abrupt or no answers to a student's question, etc.

In splitting courses the student is being short-changed in not receiving all of the information the instructor is capable

## UPDATE...Rodger Derr (RCO-E)

There are some marvelous benefits ahead for the U.S. Coast Guard Auxiliary. But along with every benefit will come a whole new set of problems.

The Auxiliary is a forward-looking boating safety organization. We develop boating leaders (our elected officers) that take years to mature and develop. Therefore, the Auxiliary thinks a lot about the future of their leaders. And, of the members who will be around to direct and service the Coast Guard and boating public in the years to come.

So during the coming year, in articles, seminars, workshops, area meetings, specialty courses we will continue our program of training in future technology and management - to help you make intelligent choices. You might say, we're planting seeds of leadership for tomorrow. The future is coming. But only you can decide where it's going. Lord Kelvin, the eminent Nineteenth Century Physicist, once predicted: "X-Rays will prove to be a hoax", "Aircraft flight is

able to voice our viewpoints and opinions as to what we feel would further the goals of our organization. If you find yourself in this position DO NOT feel left out for there is another avenue open to you for this purpose. Have you ever considered putting your thoughts and ideas in writing and submitting it to the publication you are now reading? This way you are allowing your officers and fellow members to be informed of your views and suggestions as to what you feel will promote and increase the activities of our Auxiliary.

Don't put it off, COMMUNICATE. Use your Flotilla-Division newsletters, Topside or Navigator to get your message to your fellow members.

of imparting. Information, so missed, just might be the answer to the question which would give them a passing or failing grade. More importantly, the question missed could be the one that could have saved a life. The students are taking the courses to develop their seamanship skills. To learn how to operate a boat safely. To display his newly developed talent for his family and friends. He is paying a fee to obtain this information therefore he is entitled to all the information that we can impart to him or her to them a part of the ground swell of safe boaters.

It would appear that some Auxiliarists are ashamed of our B S & S course and wish to skip through it as rapidly as possible. If we expect to impart knowledge and at the same time attract new members we must then put our best foot forward. Thirteen lessons, presented by qualified instructors in an interesting manner, is not an exceedingly long time to ask of the student. Other boating organizations have equally long boating courses. When presented in this fashion the public will thank you for your efforts and will be more eager to join with us in extolling the virtues of safe boating.

impossible", and "Radio has no future."

Octave Chanute, an aviation pioneer said in 1904: "The (flying) machine will eventually be fact, they will be used in sport, but they are not to be thought of as commercial carriers."

Henry L. Ellsworth, U.S. Commissioner of Patents in 1844, a man who should have known better, said: "The advancement of the arts (of invention) from year to year... seems to presage the arrival of that period when future improvement must end."

In a comment of this kind of "Technological Pessimism," Science Writer Arthur C. Clarke, in profiles of the future, said: "When a distinguished but elderly scientist states that something is possible, he is almost certainly right. When he states that something is impossible he is very probably wrong."

Obviously we can't leave the future just to the experts. As

(Continued on page 6)



## UPDATE...William Dischert (IPDCO)

The boating season is here and with the Auxiliary becoming more and more involved in SAR and Patrols it is very possible that Auxiliary vessels will, at some time, participate in air-sea rescues. Helicopter evacuation demands much effort and planning and the key to successful evacuation is preparation. The lives of the patient, vessel crew, and helicopter crew are dependent on correct procedures. An oversight or poor planning can endanger everyone involved. For the sake of safety be sure you know the right way.

As soon as radio communications have been established between boat and helicopter give the pilot a complete description of your vessel, the number of people on board, your position, compass heading, speed and wind and sea conditions in your area. If any changes occur notify pilot immediately. If the patient dies while the helicopter is en-route advise the pilot. Remember, the helicopter may be needed on another case.

A check list might include the following:

1. DROP ALL ANTENNAS, OUTRIGGERS AND MOVE-ABLE MASTS.
2. SECURE ALL LOOSE GEAR.
3. ARRANGE HAND SIGNALS WITH HELICOPTER CREW. NOISE LEVEL UNDER THE HELICOPTER WILL MAKE VOICE COMMUNICATIONS IMPOSSIBLE.
4. IF HOIST IS TO BE MADE AT NIGHT LIGHT PICK-UP AREA AND ANY OBSTRUCTIONS. DO NOT SHINE LIGHT ON HELICOPTER.
5. CHANGE COURSE WITH THE WIND ABOUT 20 DEGREES ON THE PORT BOW WHEN THE HELICOPTER ARRIVES OR AS THE PILOT DIRECTS.
6. MAINTAIN STEERAGWAY.
7. DO NOT TOUCH LITTER OR BASKET UNTIL AFTER IT HAS TOUCHED THE DECK.
8. IF A TRAIL ROPE IS DROPPED USE IT TO GUIDE LITTER TO DECK.
9. KEEP LINE CLEAR, DO NOT TIE IT TO VESSEL.
10. UNHOOK LITTER FROM HOIST CABLE UNTIL PATIENT IS READY TO BE LIFTED.
11. DO NOT SECURE CABLE TO VESSEL OR ATTEMPT TO MOVE LITTER WITHOUT UNHOOKING.
12. PUT PFD ON PATIENT, STRAP IN LITTER OR BASKET, BE SURE PATIENTS ARMS, HANDS, LEGS AND FEET ARE INSIDE.
13. SIGNAL HELICOPTER TO DROP HOIST CABLE, HOOK UP AND SIGNAL HOIST OPERATOR TO HOIST, BY GIVING THUMBS UP SIGNAL.
14. IF A TRAIL LINE IS ATTACHED USE IT TO GUIDE AND STEADY LITTER.

Due to space restrictions the above is abbreviated to bare essentials, however, these guidelines should be sufficient for a successful air evacuation under most conditions.

**DERR** (Continued from page 5)  
intelligent and well-informed as they are, they are not infallible.

Collectively, we all have to take responsibility for the Auxiliary future. It doesn't just happen to us. We must learn all we can from the training offered and the past. And use it to help us in the years to come.

The Auxiliary is now making choices that may well determine our long-term future. No one knows the precise nature of these choices, but futurists agree that our actions today will reverberate throughout the years ahead. The Auxiliary whose entire being is based on service to the Coast Guard, its members a resource that must be trained so that they may be more knowledgeable to make good sound management decisions and direct the Auxiliary in its future.

If you agree that the future consists of a variety of alternatives, that the choice is unavoidable and that refusing to choose is itself a choice, you have taken the first step towards a more active role in your Auxiliary future. Learn more, teach more, be more active, the future is coming.

## PAST CAPTAINS ASSOCIATION

On November 1, 1977, the Past Captain's Association, was chartered in the 3rd-Southern Coast Guard District for the purpose:

"To assist the USCGAUX and the USCG in their authorized activities by utilizing the experience and expertise of those Auxiliary members who have served as Division Captains."

During this years Winter Conference at the Valley Forge Hilton, the PCA responded to a request from Commodore Carson to explain the Districts' Award Program to the flotillas in this District. The PCA will be describing what awards are available and the criteria that must be met to be eligible for those awards.

(Continued on page 7)



DCO Robert Carson, at Swearing In Ceremonies on February 23, 1980, Frank Sumner, Cliff McGraw, Philip Spielman, and Richard Garmize, new officers for Past Captains Association 3(SR).

**PAST CAPTAINS** (Continued from page 6)

In addition to explaining the awards program, the PCA will continue to promote and sell the 40th Anniversary Plate that has been so popular during the last year. Vice President -Central, Frank Sumner will continue handling the orders for the plates during 1980. As you probably know Frank has been the entire order and shipping department for the plates, and has been kept busy as the PCA's Financial Officer also.

I invite you to contact any of the following officers of the PCA, for information regarding the PCA or any of its programs:

Phillip Spielman - V-President (East)  
Frank Sumner - V-President (Central)  
Richard Garmize - V-President (West)  
Anne McGraw - Secretary  
Clifton McGraw - President

HAVE AN ENJOYABLE AND SAFE BOATING SEASON.



Members of Division VIII represented the Auxiliary at the Atlantic City Boat Show with this display featuring the necessary equipment for boating safety and the usual supply of promotional literature. Shown L to R are Elliott Linsky, VFC-84, John Richardson, DCP VIII, Harry Juckett, VCP VIII, and John Ristine, SO-CM. E. Clayton Dorsey, SO-OP, VFC-81, took the picture and gave a series of lectures each day using a selection of 50 slides in a small theatre behind the USCGA backdrop. He was assisted by Roy Bradley, FSO-PE-81, and George Weatherby of 81, a CME trainee.

Submitted by Warren E. Fox,  
FSO-PR-PB-81



## ASK THE DIRECTOR

Stumped? Can't find the answer? The manual isn't clear? Four answers to the same question -- who's right? When all else fails ask the Director!

Question: Can I take a friend (non-Auxiliarist) or guest on patrol with me?

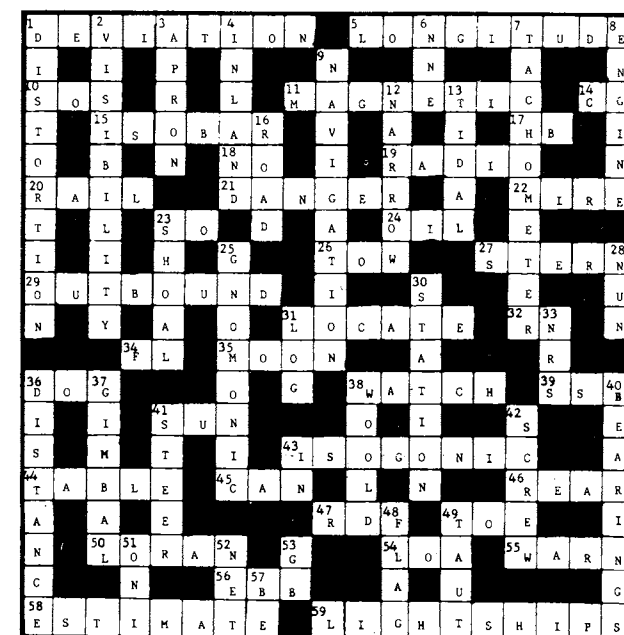
Answer: Yes. Provided certain requirements are met BEFORE the patrol. First, you must send a letter to the Coast Guard command issuing your orders asking permission. The letter should cover who, when, where, and any other pertinent information. For voluntary patrols (category 1) if your request is approved, you will receive a letter authorizing the guest to accompany you on patrol. For ordered patrols (categories 2 & 3), the authorization will appear on your orders.

Question: Now that I have the authorization, what?

Answer: As the skipper, the conduct of your guest is your responsibility. Appropriate attire which parallels your uniform -- such as slacks and sport shirt -- should be worn by the guest. Bathing suits are not considered an appropriate parallel. Other standards of conduct expected of you as an Auxiliarist are also expected of your guests. (Note: Guests on patrols conducted on PA sole state waters are not permitted.) Enjoy your patrol!

NOTE: If you have any questions, comments, or suggestions, write:

Topside-Editors  
P.O. Box 5096 Sta. A  
Wilkes-Barre, PA. 18710





# DISTRICT PRESS

**CME DECALS** — One flotilla has reported the adhesive on some of the decals they had received had undergone a chemical reaction making them unusable. Any CE's noting this problem with their decals notify the Director's office as soon as possible. The affected decals were described as having a strong varnish smell and feeling damp.

**THE NEW MEMBER INFORMATION PAMPHLET** — has been reprinted with a new title - "This is the Coast Guard Auxiliary." The purpose of this pamphlet is to educate the committed prospective member about the Auxiliary. This pamphlet has been printed in limited quantities for a specific purpose only. Please do not use these for boat show handouts.

**UNIFORM CHANGE** — Phase out date for all khaki uniforms is 1 January, 1981.

**CG-4947 AUXILIARY MISSION MAN-HOUR CARD** - Supplies for this card are low. It is suggested that category II submittals be held back and the cards be used for the other categories, to get the missions and hours into the AUXMIS System.

**UP-DATE INFORMATION FOR COAST GUARD AUXILIARY LADIES UNIFORMS** — The new schedule for "ordering" and "delivery" is as follows:

Ordering Period		Delivery Period	
March 1	March 31	July 1	July 15
June 1	June 30	October 1	October 15
September 1	September 30	Jan 1	Jan 15
December 1	December 31	April 1	April 15

**PLEASE NOTE:** Orders will not be accepted if received after the close of given ordering cycle. Deliveries will commence approximately 12 weeks from close of each ordering period. Only garments ordered will be manufactured and shipped. This means your order will be shipped complete. Fashion World will not carry an inventory to fill orders. They will not make any refunds, only exchange garments for different size.

**CONGRATULATIONS!** — Flotilla 10-3 became the first flotilla to achieve 100% of their facility inspections on 1 April 1980.

**AUDIO — VISUAL LISTS AND 1979 AUDITS**— should be completed and returned as soon as possible to the DIRAUX office.

**MARLINSPIKE CONTEST** — back by popular demand! There will be a repeat of the Fall Rendezvous contest at the Summer Rendezvous at Great Oaks. The same rules and requirements apply. We hope to see one entry from each division, one from the PCA and 5 or 6 individual entries. Now is the time to get ready.

**ATTENTION FSO AND SO-CC's** - in filling out the "Application for Academy Introduction Mission" form CG-4316, produced last year, the names to use as designated project officers on the "Authorization to Consent to Medical Care" are Commodore Paul E. Richardson, Commodore Hershell R. Cripps, Lt Daniel W. Stuhlmann, and LTJG Carlos A. Alers. An adequate supply of those forms are at ANSC.

**SEMINAR REPORTING** — Requalification Seminars for CE, OP and IT given in 1980 satisfy requirements for requalification in 1981. Seminars, however, should be reported promptly in the calendar year given on the Auxiliary Seminar Attendance Report, CG-5163.

**CE QUALIFICATION EXAMS** — A revised Courtesy Examiner qualification examination is in progress and is expected to be distributed by late April 1980. As an interim measure, in order to make the existing exam viable, the following actions are authorized.

- There are 4 questions in the current Courtesy Examiner Qualification Examination (course code 489, edition 2, test No. 51, Rev. 12-78) that are invalid. They are (1) No. 6 (2) No. 20 (3) No. 40 (4) No. 47 Delete these questions, and treat the current exam as a 71 question exam, 90% passing (an individual is permitted to get only 7 errors).
- Question No. 18 on the current CE exam is a satisfactory question, but the indicated answer is not correct. The correct answer is C; change answer key from d to c.

**COMMUNICATION FACILITIES** — There has been considerable controversy over what qualifies as a facility or more than one facility because of differences between national and district policies. As a result of discussions with DCO and Chief, Auxiliary Affairs Branch, a policy has been established for the district regarding use of communications equipment to qualify for facility status. Equipment used as a fixed land station may not be used for another type facility. Equipment used in either marine mobile or land mobile, if portable (i.e. readily removable), may be used for both types of mobile operation provided all other requirements are met.

**1979 CME PERFORMANCE** — Examiners who completed 40 or more CME's in 1979 are issued a certificate by the National Commodore. Issuance is based on performance recorded in AUXMIS. If a certificate has not been received, or if the AUXMIS did not reflect actual performance of 40 or more CME's advise your flotilla commander. FC's should compile a list of members affected and submit it as soon as possible to the Director's office so certificates can be requested.

**MAN-HOUR CARDS** — CG-4947's are again available from Auxiliary National Supply Center. Any category 11's dated after 15 April must be submitted within 30 day limit.

**BOATING FAMILY OF THE YEAR CONTEST** — The DIRAUX office has nomination forms which are available on request. The contest which is cosponsored by the National Marine Manufacturers Association and Sea magazine, seeks enthusiastic boating families who are willing to share some of their boating experience with others to show how boating has benefited every member of the family.

**OPERATIONAL SPECIALTY COURSE SCHEDULE** — OSC's to be held at Base Gloucester and open to all Auxiliarists:

Patrols Review .....	8 and 13 May
Patrols Exam .....	15 May
Piloting .....	22, 29 May; 5, 12, 19, 26 June; 3, 10, 17, 24, 31 July; 7, 14, 21, 28 August
Piloting "A" Exam .....	4 September
Piloting "B" Exam .....	11 September

**NOAA** — The National Oceanic and Atmospheric Administration (NOAA) announced today that it will begin a four month inspection on May 4 of maritime facilities from Cape Henry Va., to Sandy Hook, NJ. The inspection is being made to update and revise U.S. Coast Pilot 3, a source of a wide variety of information to mariners of U.S. Coastal and intercoastal waters. Information will be sought from area mariners that will acquaint readers of the Coast Pilot with local details not available elsewhere.

**CONGRATULATIONS!** Two flotillas in the Third Southern attained the Coast Guard goal in all six categories under the GAP awards. Flotilla 24 achieved this success for the second consecutive year and Flotilla 7-10 attained it for the first time. The accomplishments of these flotillas demonstrates the enthusiasm, pride and hard work to the flotilla members. Each member is applauded for selfless effort and dedication in promoting the purposes of the Auxiliary and the Coast Guard family.

**ADVANCED NOTICE OF CHANGES IN AIDS TO NAVIGATION NEW JERSEY SEA COAST** — Advance Notice — On or about 25 April 1980 Brigantine Light (LL No. 106.50/2063.90) will be discontinued. REF LNM (New York) 46-79 7 Nov '79 Chart 12316, 12318, 12300, DP 03-80-061 D LNM 7 New York 13 Feb '80

**NEW JERSEY BARNEGAT INLET ADVANCED INFORMATION** — On or about 15 March 1980 the fog signal on Barnegat Inlet South Breakwater Light 5 (LLNo. 2052.30) will be relocated to Barnegat Inlet North Breakwater Light 2 (LLNo. 2049). Charts 12324, 12323, DPO3-08-007D LNM 45 (New York) 31 Oct. '79.

**HYPOTHERMIA TRAINING** — Recent conferences on hypothermia have revealed that current first aid techniques are not always correct. Therefore, until the medical profession determines the best methods, the first aid aspect should be deemphasized. Place emphasis on who, what, why and where. Medical attention and treatment is done best by hospitals.

**1980 DISTRICT DIRECTORY** — The new directory has been mailed. Sincere thanks to Bill Jones, 13-1, Charles and Sandy Bowmen, 13-1, George Dowd, 13-1, Bill Walker, 13-1, Don Schmidt, 13-1, Ray Bartell, 13-1, Herb and Belle Kelley, 13-1, Bob and Caroline Insinger, 13-9, Frank Ward, 13-1, Lewis Sweigart, 13-7, Mulford Crim, 13-3 and John Mendenhall, 21, for their help in putting together the Directories.

**COMMUNICATIONS INSPECTORS** — Requests for designation as (CI) should be submitted as specified in Section II-G of the Officers Guide. Form 3SR-120 or a letter containing the same information should be submitted for each individual. Form 3SR-120 is in the distribution.

**CONGRATULATIONS!** — From CAPT DE CORPS, LT. ROGERS and all the staff at the Diraux office to the Third Southern for 5th place in Chart Updating for 1979.

**ELECTION OF OFFICERS, PCA.** - The Past Captains Association held their election, 23 February 1980 at the Valley Forge Hilton, Valley Forge, Pa. The following officers were elected:

CLIFTON MC GRAW — PRESIDENT

PHILIP W. SPIELMANN — VICE PRESIDENT (East)

FRANK SUMNER — VICE PRESIDENT (Central)

RICHARD M. GARMIZE — VICE PRESIDENT (West)



DISTRICT PRESS

(Continued)

**OPERATIONAL SUPPORT MISSIONS** – The following communications activities are not authorized as support missions:

1.

Monitoring of a radio frequency unless such monitoring has been specifically requested by the Coast Guard.
2.

Time spent on Auxiliary training net drill or on MARS activity.

These activities should be counted as No. 11 (Other Missions) on the CG-4947 reporting form (Auxiliary Mission Man Hour Report). Reference: Operations: Manual, Chapter 3.

**NEW AUXOP** – Congratulations to Baron Wood of Flotilla 13-5! He completed all the requirements and has attained the coveted AUXOP designation. A certificate and pin were presented to him at the flotilla meeting on 14 January 1980.

**SEMINARS** – Instructor and Examiner Seminars are for 1 year in advance. Operations is for year in which seminar is held.

**FLOTILLA ELECTED OFFICERS COURSE** – The FEO Manual, designed for home study, and an exam are now ready. Text is available through the ANSC, stock number 02101. FEOC Qualification Exams, Course code 500 and answer keys will be sent to DIRAUX.

**1980 SCHOOL DATES** – CE school will be held 22-27 June at Yorktown. IT school will be at Yorktown, 28 June to 3 July. SAR school will be held on Governors Island 23-27 June. Submit requests to DSO-MT via the chain of command with a copy to DIRAUX.

**AIDS TO NAVIGATION** –NEW JERSEY – BARNEGAT LIGHT – Aid permanently relocated – Barnegat Inlet LB 3A (LL No. 2052.15) has been permanently relocated to position 39° 45' 19" N. 74° 05' 27" W. in 10 feet to mark best water. Charts 12323, 12324 LNM2 (New York) 9 January 80.

**CONGRATULATIONS** – To instructors Ed Morton, Baron Wood and the 38 new Seamanship Specialists. Ed ran a class at Base Gloucester and the results show76% passed the test.

**FLOTILLA ELECTED OFFICERS TEST** – do not fill in the answers in the booklet. Answers should be made on CG-4886, the OSC exam answer sheet. The tests should be forwarded to the SO-MT's for gradings. The SO-MT sends the graded test to the DIRAUX office and the test will be placed in the member's jacket. SO-MT's will keep a record of who passes the test that will be make available to nominating committees.

**BOATS ON TRAILERS** – The Courtesy Marine Examination may be performed on boates less than 26 feet in length while they are out of the water. Such examinations are subject to the conditions set forth in M16796.2 (old 289), 1-A-2-b.

**OPERATIONS SEMINARS** – COMDINST 16794.6 states, the seminar, given during calendar year 1980, will fulfill the seminar requirements for the Operational Service Award for calendar year 1981.

**LOCAL NOTICE TO MARINERS** – New Jersey - Seacoast – Aid Change – Brigantine Inlet Approach Wreck LB (LL No. 106.25) Characteristic has been changed to I. QK F1 Red for a nominal range of 4 miles. No other changes. Charts 12318, 12300 LNM 8 (New York) 20 February 1980.

New Jersey – Townsend Inlet – Aid Change Relocate – Townsend Inlet Shoals Lighted Gong Buoy 4A (LL No. 2077) to position 39° 07' 05" N., 74° 40' 39" W. in 34 feet to mark best entrance to Inlet. Charts 12316, 12318, 12200 BNM 0297-80 LNM 10 (New York) 5 March 1980.

Delaware and New Jersey - Delaware Bay – Delaware River - Aid Change - Change - Reedy Island Range Wreck Light WR 1OR (LL No. 2198) to a Quick Flashing Red Light. Chart 12331 BNM 0263-80 LNM 9 (New York) 27 February 1980. DP 03-80-088-093D.

**UNIFORM CHANGE** – Effective April 14 wearing of Tropical Blue long is authorized (summer uniform).

**ADSO-OPS** –Phyllis L. Valentine's address has been changed to 44 Phyllis Lane, Beach Haven West, Manahawkankin, New Jersey 08050, (H) 609-597-7419, (B) None.

HISTORY DIVISION IV

When the present method of designating Flotillas and Divisions was initiated, Division IV of the Coast Guard RESERVE was, in 1940, named the Cape Henlopen Division. In 1943, the name was changed to the Delaware Division. During the short existence of the Division, only three Flotillas were formed, thus:

Flotilla	Now	Location	Chartered	Disestablished
41	11	Wilmington, Del.	27 Aug. 1943	
42		Lewes	16 June 1944	1945
43		Rehoboth	No date	1945

Wilmington Flotilla 41 (now 11) is the only surviving Flotilla of the original Division.

As the result of a realignment on 1 January 1952, Essington 22 and West Chester 28 (a split-off from 22) were transfered to Division IV and became 4-22 and 43 respectively.

Again, on 1 Jan. 1956, Newark, Del. 44 and Newcastle 45 were to become 14 and 15 upon the revival of Division I (the original Division I from Atlantic City and up the coast had collapsed).

This, then, is the history of Division IV since 1 Jan. 1952:

Flotilla	Was	Now	Location	Chartered	Disest.
41		11	Wilmington, Del.	27 Aug. 1943	
42	1701 22 4-22 28		Essington, Pa.	1940	
43			West Chester, Pa.	1951	May 1972
43			Broomall, Pa.	May 1975	
44		14	Newark, Del.	24 Mar. 1955	Trans. to I
44			Linfield, Pa.	27 Sep. 1959	
45		15	Newcastle, Del.	1 Mar. 1955	Trans. to I
45			Paoli, Pa.	7 Oct. 1968	
46			Upper Darby, Pa. (women)	9 Dec. 1955	1977
47			Marcus Hook, Pa.	22 Mar. 1955	
48			Ridely Township, Pa.	Oct. 1955	
49	43		West Chester, Pa.	14 May 1972	
4-10	43		West Chester, Pa.	14 May 1972	1975
4-11			Main Line (Bryn Mawr)	June 1974	
41			Thorndale, Pa.	3 Aug. 1966	2 June 1979
43	12	12-1	Rehoboth, Del.	20 April 1956	

Note that the original Flotilla 43 at Rehoboth was disestablished in 1945 and was revived in Division I as Flotilla 12 in 1956, and became 12-1 when Division XII was established on 3 June 1966.

West Chester Flotilla 43 was split into 49 and 4-10 and the 43 designation was dropped in May 1972.

Exact dates, when known, are shown and have been varified. Source of information, TOPSIDE, District Directories, etc. Where only the year is shown, no date is available from source material.

Submitted by:  
JOHN E. JOHANSEN  
PDCO, Historian



# BOATING IN MINIATURE (DIVISION XI)

Early 1978, members of Division XI, Third Coast Guard District (Southern Region) saw a profound need for a training aid that would vividly illustrate various problems regarding aids to navigation, rules of the road and piloting to its members and also to the public that attend Public Education courses. As a result, this unusual and unique training aid was created.

Our initial move was to form a training aid committee whereby we would design and build aids for our instructor's use in BS & S courses, Sailboat courses and Operational Specialty courses. Boy, did we select a dandy for our first training aid. Our project - to build a display showing all the aids to navigation; incorporate the rules of the road and demonstrate how to pilot courses and other piloting techniques. The question - "What can we build as an aid that would be completely different from those that other Divisions have?" Answer: - a miniature boating area with boats running through actual water. Little did we realize at the time the headaches, heartaches, frustrations and disappointments we would encounter. However, after 1541 hours and \$1700.00 worth of materials, our dream aid was unveiled on February 22, 1980 at the Winter Conference of the Third Southern.

Scale is one inch equals thirteen feet, overall size - four feet by eight feet. The electrical operating system used to power the boats is 110 volt. Navigational aids and bouys are operated on 5 volts while the other lighting is 12 volts. The plexiglass tank holds fourteen gallons of water which is colored to conceal the wiring and movable boat mechanism. Incorporated in our display is a Coast Guard Station displaying small craft advisories, a helicopter pad, the U.S.C.G. Eagle; Coast Guard aids to navigation of numerous types;

landmarks such as water tanks, radio tower, a radar tower, lighthouse, church steeple and flagpoles. Also, fixed bridges and an operating drawbridge is included where a boat operator must give the proper horn signals to have the bridge raised for passage. A diver's flag was added so that mariners will know to exercise caution and beware of divers.

With this training aid, students may be graphically taught basic seamanship and navigation. They are also shown what various aids to navigation look like, their purpose and how to utilize them, i.e. bouys and ranges. Rules of the nautical road can be illustrated using privileged and burdened boats thus illustrating crossing, overtaking, and passing situations, and showing how to use horn signals for these as well for bridge operations. Identification of day markers, diver's flag and anchorage areas. The use of charts and the marine compass can be demonstrated, showing how to take bearings, determine fixes and plot courses and also show how to take cross bearings for anchoring, and use the running boats to compute distance, time and speed problems.

To protect the display from vandalism, souvenir hunters, etc., we made a plexiglass dome shaped cover. This cover has a two fold purpose. First, protection and secondly, the instructor can write on it with a grease pencil to layout simulated boating courses for the AuxOp Piloting course and the various grids of the AuxOp Search and Rescue course.

We, of Division XI and the Third Southern, think this training aid, in miniature, is the Instructor's dream. P.S. The training aid committee has now become the repair crew.

Submitted by:  
PDCP Richard Herring  
Edward Shackelford SO-PB Division XI

# DIVISION IV CHANGE OF WATCH

On 19 January at 1830 hours, Division IV held its annual Change of Watch Dinner, hosted by Flotilla 49. The Change of Watch was held at the Carriage Lamp on Lancaster Avenue, in Malvern, Pennsylvania. Attending were about 100 members and guests, at an Italian-American Style dinner buffet.

Division Captain Walton E. Porter and Vice Division Captain Peter A. Schad, were sworn into their terms of office by Coast Guard Captain F.J. Diersen (Officer in Charge of Marine Inspection, Philadelphia, Pa.) DCP Porter then swore in the Commanders and Vice Commanders of the Flotillas in Division IV. The staff officers were next to be sworn in to their respective positions. Before the dancing DCP Porter presented to Jean W. David (SO-SR & SO-FN), THE WOMAN OF THE YEAR AWARD, and also a plaque and trophy to Flotilla Commander 4-11, Harry L. David, for the Past Captains' Award. Between dancing, the door prizes and table decorations (hand made lighted nun bouys) were awarded.

Submitted by:  
Larry Brooks, SO-PB IV



No. 1 DCP Walt Porter (center) & VCP Pete Schad (right), being sworn in by Capt. F.J. Diersen.

# WINTER CONFERENCE 1980



## Whale of a Tow Job

Gloucester City, NJ...Frank Houck, Flotilla Commander of Flotilla 45 in Paoli, Pa. thought he had seen it all but on February 17th, while serving with his Coast Guard Reserve Unit at the Coast Guard Base in Gloucester City, NJ, Frank was directly involved in a most bizarre tow job ...about 16-tons worth.

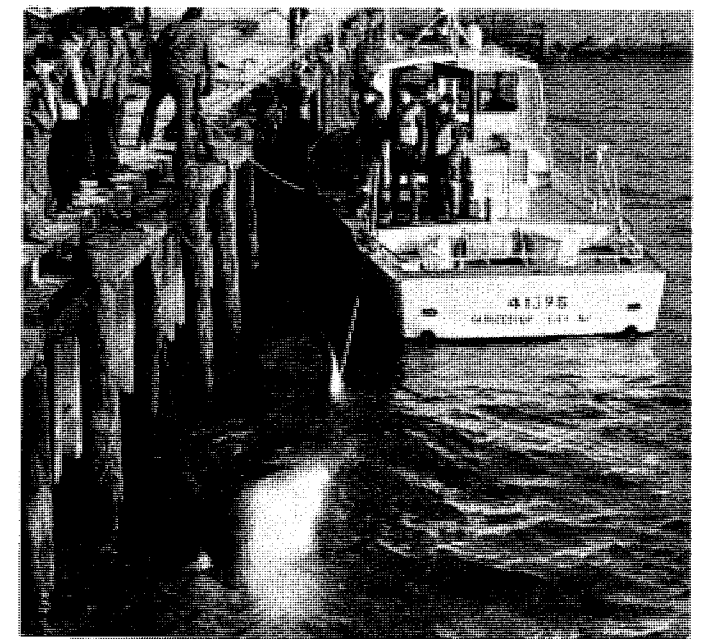
A dead 40-foot finback whale had been reported floating in the Delaware River near Philadelphia and the local marine police requested assistance in getting it out of the way of ships. Houck, who is a Third Class Boatswain's Mate in his Reserve Unit, was serving as a crew member aboard a 41-foot utility boat that weekend. His boat and another 41-footer responded to the call and soon had the huge mammal rigged in a tandem tow.

Upon reaching the Gloucester City Base, Houck and the other crewmembers assisted in getting large slings beneath the whale so it could be raised onto the dock by crane. "I've been trained to tow all manner of boats and ships regardless of the size or fitting arrangement," he recalled adding, "but this sure took the cake. We ended up towing it tail first because it was the only place to get the towline secured. I guess it must have looked kind of strange."

Strange indeed. It was the first time a whale had been spotted near Philadelphia since 1809 when a bu-1 whale was chased 20-miles south to Chester, PA and caught.

Officials could not account for sure just how the whale had gotten nearly 100-miles up the Delaware River but think it may have been hit by a large ship and then pushed

or dragged by the ship. But, regardless of the circumstances, Frank Houck is probably the only member of Flotilla 45 qualified as an experience whale hauler.



**WHALE TOW:** The body of a 40-foot finback whale is secured to a pier at the U.S. Coast Guard Base in Gloucester City, New Jersey after it was found floating in the Delaware River near Philadelphia. The whale, which weighed over 16 tons, was towed by Coast Guard utility boats manned by Reserve crews.





(Continued from page 15)

YOUNG PPLS BTNG	74	6,754	N/A
WATER N KIDS 1-L	205	15,778	N/A
FIRST AID 1-L	24	623	N/A
SAILING 1-L	19	457	N/A
SLNG & SMNSHP 13-L	31	872	531
SLNG & SMNSHP 7-L	6	133	95
SUPL. S&S 6-L	3	40	24
BS&S CORE 6-L	172	4,013	2,792
BS&S OPTIONAL LESSONS ----			
CHARTS & COMP	161	3,789	N/A
MARLINSPIKE	162	3,808	N/A
MARINE ENG.	152	3,588	N/A
SAILING	113	2,697	N/A
WEATHER	143	3,390	N/A
RADIOTELEPHONE	141	3,401	N/A
LOCKS & DAMS	65	1,634	N/A
BASIC BOATING 3-L	5	89	77
STATE BTNG COURSE	20	1,969	1,936
TOTAL STUDENT-LESSONS			86,572
YOUTH ENROLLEES			27,066
INSTRUCTORS			1,114
PE CLASS SESSIONS			3,253
PE CLASS HOURS			6,768

COURTESY EXAMINERS

CME GIVEN	21,732
CME PASSED	14,944
%CME PASSED/CME GIVEN	68.7%
COURTESY EXAMINERS	856
COMMS. INSPECTOR	147
AVIATION INSPECTORS	3
TOTAL VESSEL FACS	1,194
OPER. VESSEL FACS	201
TOTAL AIR FACS	3
OPER. AIR FACS	2
TOTAL COMMS FACS	64
OPER. COMMS FACS	64

PUBLIC RELATIONS

LECTURES GIVEN	491
LECTURE ATTENDANCE	30,192
NEWS STORIES	1,651
RADIO SPOT DAYS	3,463
RADIO PRGMS PARTIC.	103
TV SPOT DAYS	1,162
TV PROGRAMS PARTIC.	40
BOOTH DAYS	829
NO. BOOTH VISITORS	856,668

OPERATIONS

NO. SAFETY PATROLS	875
HRS. ON SAFETY PATROL	5,660
NO. REGATTA PATROLS	79
HRS. ON REGATTA PATROLS	522
NO.CG OP SUPPORT MSNS	2,097
HRS. ON OP SUPPORT MSNS	7,155
NO. CU CHART PATROLS	52
HRS. ON CU CHART PATROLS	251
NO. CU CREDITS	758
NO. OPERATORS	130
ASSISTS	1,139
LIVES SAVED	15
PERSONS ASSISTED	3,588
PROPERTY SAVED	700

PROPERTY ASSISTED	2,559,500
NO. CG ADMIN SUPRT MSNS	230
HRS. ON ADMIN SUPRT MSNS	1,026
NO. CG RECRUIT SUPRT MSNS	144
HRS. ON RECRUIT MSNS	693

GROWTH AND RETENTION

NET INCR MEMBERS	82
NO.NEW ENROLLEES	286
TOTAL DISENROLLED	191
TOTAL TRANSFERRED	13
FLOTS OVER 50% ATTE.	21%



DIVISION V SPEAKS

Three short months ago we launched the 1980 season with Richard L. Raudabaugh, Flo 5-3 taking the helm as Captain and Helen C. Villano, Flo 5-2 as Vice Captain. We have had all of our Changes of Watch and have seen our Flotillas and individual members reap tangible rewards for their boating safety efforts in 1979. One of the highlights of our Division Change of Watch was the presentation to Flotilla 5-14 of the beautiful Celestial Navigation Globe for membership growth during 1979 — truly an award to be proud of! 5-14 earned this award by achieving a growth in excess of 100% — which also merited the District growth award! We are very proud of, and would like to acknowledge all of our award winners, but space does not permit that; we do, however, want to congratulate several of our District award winners: Flo 5-17 for winning the Director's Administrative Award; Whitney Koch of 5-05 for performing the greatest number of assists and Robert Pfeifer, 5-2, for the most outstanding assist in the District.

The Winter Conference was hosted by Division V this year and brought out a large number of Auxiliarists from our Division who attended the Seminars and evening festivities. As Host Division we extend our thanks and appreciation to all those who helped by contributing their time and talent toward making this another outstanding Auxiliary function.

From what I have been able to learn about the programs and plans of the eleven flotillas which comprise Division V, I can see a couple of things clearly -- the abundance of enthusiasm and the friendly competitive spirit which emanate from each and every one!

The Outdoor Sports and Boat shows have been "the order of the day" with many of our flotillas participating in various shows throughout the area. The Division V Booth at the Harrisburg Show during the week of 2-9 February had members helping from Flotillas 5-1, 5-3, 5-10 and 5-12. During these shows we have had the opportunity to talk to a large segment of the boating population and we, and they, have learned much during these sessions. Will Rogers once said that it's not ignorance that is so bad, but all the things we know "that ain't so." We learned that much of what the public "knows" about boating is just plain wrong and what better opportunity do we have to introduce them to what is right than to offer them a "free safe boating course." It is a pleasure to report that all of our flotillas have Public Education classes now in session, with several holding two or three courses simultaneously!

Looking ahead, we see a CME program that may prove to be both exciting and rewarding for our Division in 1980.

(Continued on page 17)

DIVISION V (Continued from page 16)

Friendly rivalry has been accelerated as Flo 5-14 has challenged the other flotillas in the Division by betting that they will produce the most CMEs during 1980! It is all meant in fun and will culminate in a victory celebration party! At least one flotilla, 5-12, has accepted the challenge. Division V is rooting for both of them. Other flotillas — take note-- wouldn't it suprise them both if we were to pull a "sleeper" from the "deep?"

One final note - to every member of the Third Southern Region. Division V will, for the second year, have a campout at beautiful Lake Raystown in South Central Pennsylvania. This campout will be hosted by Flo 5-12. We will, again, have the Rothrock area campground completely reserved for our use - 200 beautiful sites with space to tie up our boats right below our campsites! There is no lovelier spot in the state and it is all ours for the weekend of 20, 21, and 22 June. Rates are just \$2.00 a night (special for us) - so bring your camper, your tent, your boat and the whole gang - join us for a weekend of fun and camaraderie!

Story submitted by: Photo Submitted:  
Ruth Aubin SO-PB V Juanita Laubaugh SO-CC V



Jill Fauver Division V Safe Boating Queen.



UNITED STATES COAST GUARD AUXILIARY  
40TH ANNIVERSARY PLATE  
1939 — 1979

(Sponsored by the Third District (SR))



40th Anniversary  
Commemorative Plate

ORDER QUANTITY	PRICE PER PLATE	TOTAL COST
40	\$10.80	\$432.00*
60	10.70	632.00*
80	10.60	848.00*
100	10.45	1,045.00*
*Plus Freight		
Prices are subject to change without notice.		

1. Minimum Order:40 Plates (Increments of 20 Plates)
2. Shipped 20 plates to a carton — weight 35 lbs. per carton — Carton size: 11" square, 22" depth (approx.)
3. Shipments are from Wrightsville, Pa. 17368. Obtain freight cost from local UPS office. Give your first three (3) numbers of your zip code to obtain cost; add to cost of plate.
4. You may ship one carton of 20 plates to one address and other cartons to different addresses.
5. Allow 4 to 5 weeks for delivery from time order is placed.
6. Make checks payable to:  
UNITED STATES COAST GUARD AUXILIARY 3-SR
7. Fill out order form and mail to:

PCA-FN Frank E. Sumner  
15 Queen Lane  
R.D. 2  
Landenberg, Pa. 19350  
(Phone: 215/268-8275)

SEE PAGE 18  
FOR ORDER FORM



UNITED STATES COAST GUARD AUXILIARY  
*40th Anniversary Plate*  
ORDER FORM

Name \_\_\_\_\_  
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Phone No. (include Area Code) \_\_\_\_\_

QUANTITY	PRICE PER PLATE	PLATE COST	FREIGHT COST	TOTAL
TOTAL AMOUNT				

MAKE CHECKS PAYABLE TO:

UNITED STATES COAST GUARD AUXILIARY 3 (SR)

Complete below if you want shipment sent to other than above address (carton lots ONLY)

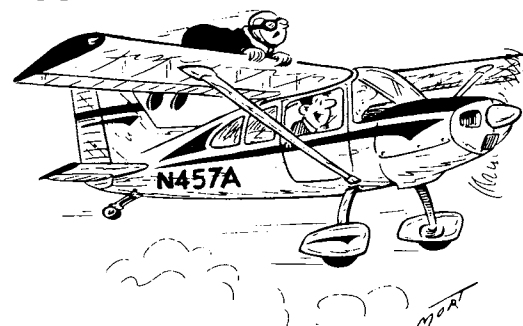
Name \_\_\_\_\_  
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UPS BLUE LABEL AIR SERVICE is available to the majority of states, but on a limited basis to Texas, Hawaii and Alaska.

If shipment is desired other than UPS, please give complete details.

NOTE: Please refer to Price List Information when computing your order.

**WHOOPEE! I WOULDN'T MISS THE  
USCG AUXILIARY NATIONAL  
CONFERENCE IN NASHVILLE . . .**



**. . . AT THE OPRYLAND HOTEL  
21-27 SEPTEMBER 1980**

**RULES FOR POSTER CONTEST**

The following is a list of guidelines to be followed for the Annual Poster Contest.

These guidelines have the approval of the District Commodore.

1. Contact the schools at your earliest convenience.
2. There will be four (4) age groups. We feel having the age to 17, some of these boys and girls may take an interest in the Coast Guard Auxiliary.
3. The poster size is to be 14 x 22 inches. We would like them all uniform in size. Larger or smaller sizes will not be judged. Please stress this to teachers and children.
4. The age groups will be as follows: 4-6; 7-10; 11-14 and 15-17.
5. On back of poster please submit name, age, address, school, and Flotilla so we can see who submitted the winning posters. Other years we had trouble tracking down the winners. **NO NAMES ON FRONT.**
6. Trophies will be awarded to the three (3) winners in each age group.
7. The Flotillas will submit to their Division for judging the 1st, 2nd and 3rd winners in each age group. Twelve (12) posters, no more!!
8. The Division will submit to District for judging the 1st, 2nd and 3rd place winners in each age group. Twelve (12) posters, no more!!
9. Judging will be by three(3) impartial judges to be selected by the Commodore.
10. If there are any questions, please contact Lenore Roush, R.D. 1 Box 73, Wrightsville, Pa. 17368. Phone (717-252-2916), or Anne McGraw, 245 Comstock Rd. Norristown, Pa. 19401. Phone (215-539-7541).
11. The contest will be held at the Summer Rendezvous. As yet no date or place has been confirmed. As soon as it is you will know.
12. Please have the posters at the Rendezvous Saturday Morning.
13. Theme of posters "BOATING SAFETY".
14. Let's make 1980 the best ever. We wish each Division would have at least one poster for display. How about 100% in participation.

THE SUCCESS OF THE CONTESTS THAT ARE HELD  
DEPEND ON YOUR HELP AND CO-OPERATION.

Lenore Roush - ADSO-WA

**HOT SEATS**

Without meaning to step on anyone's toes, here are a few things for the members to consider and think about.

Many times you hear from the members of the Auxiliary as to the opinion that the officers are running things the way they want and ignoring the membership as a whole. We wish you all could sit up in what we call the "HOT SEATS" for a while. The officers of any organization are there to be guidelines for everyone. You elected the officers to do just that. We also have the right to speak up because we are members as well as officers.

The final decision on anything is always brought to the body to be approved. If you don't agree, please speak out in an orderly manner. We are all there to discuss it. But the thing that bothers us the most is when volunteers are asked for a certain function, not one hand goes up, or in many cases, the people who do volunteer never show up. It always falls back on the officers.

So you want to be involved, then get involved. There's a lot of work for every program. Believe it or not, every officer in this Auxiliary devotes a terrific amount of their time towards the duties assigned to their office, things you all take for granted. We'd all appreciate your help. We'd like the Auxiliary members all working together, not against each other.

Lenore Roush - ADSO-WA

**"Lightning a Constant Threat to Boaters"**

The Delaware Marine Police caution all boaters to use caution when caught out on the water during an electrical storm. Lightning is a constant threat to outdoor enthusiasts.

When an electrical storm passes over the normally negatively charged earth, it produces a positive charge on the ground below for several miles around the storm. This ground charge follows the storm like an electrical shadow, growing stronger as the negative cloud charge increases. As a result, the positive ground current flows up buildings, trees and other elevated objects in an effort to establish a flow of current.

Lighting occurs when the difference between the positive (earth charge) and negative (base of cloud charge) becomes great enough to overcome the resistance of the insulating air, and to force a conductive patch for the current to flow between the two charges. Potential in these cases can be as much as 100 million volts.

For your personal protection, one should remain inside a closed boat, as far as practical, during a lightning storm and should not dangle arms or legs in the water.

To the extent consistent with safe handling and navigation of the boat during a lightning storm, one should avoid making contact with any items connected to a lightning conductive system and especially in such a way as to bridge between these items. For example, it is undesirable that an operator be in contact with reversing gear levers and spotlight control handle at the same time unless necessary to avert collision or shipwreck.

No one should be in the water during a lightning storm as lightning current from a nearby stroke can flow through the water to you.

Avoid projecting above the surrounding landscape, as you would do if you were standing on a hilltop, in an open field, on the beach, or fishing from a small boat.

For additional information on the dangers of lightning and boating safety contact the Boating Administrator at the Division of Fish and Wildlife, P.O. Box 1401, Edward Tatnall, Building, Dover, Delaware 19901, (302) 678-4431.

Submitted by:  
George W. Stewart Jr.  
Delaware Boating Administrator



**CAPT. RICHARD DE CORPS AND CAPT. JULES PEEBLES  
ATTEND FLOTILLA 2-76 CHANGE OF WATCH**

Capt. DeCorps, 3rd District Director of Auxiliary and his wife, Mary Jane, and Capt. Jules Peebles and his wife, Wini, were honored guests at the Flotilla Change of Watch held earlier this year. Capt. DeCorps listens approvingly to the words of Capt. (then Commander) Peebles as he addresses the members and their guests.

From L to R: Capt. DeCorps, Mary Jane DeCorps, Capt. Jules Peebles.

**FALSE DISTRESS CALL SOLVED**

As a result of a year-long investigation by Coast Guard intelligence, a New Jersey man responsible for a false distress call off the New Jersey coast was sentenced to a two-year suspended jail term by a U.S. District Court. The false distress call was made on March 6, 1978 by a man claiming that his 21-foot boat was sinking. The Coast Guard dispatched a surface and air search team and searched the area off Asbury Park, N.J., but failed to locate any vessels in distress. The subsequent investigation revealed that the man had made the calls from his house via VHF-FM Channel 16.





"IN MEMORIAM"

## CUTTER BLACKTHORN SINKS

At this writing 23 Coast Guardsmen are dead with another 27 surviving a collision between the 180 foot buoy tender **Blackthorn** and the motor vessel **Capricorn** in Tampa Bay the night of January 28.

The collision occurred a half mile west of the Skyway Bridge. Weather was reported calm with visibility at nine miles.

Group St. Petersburg received the "Mayday" call about 8:24 p.m. **Blackthorn** sank almost immediately.

Units from both the Seventh and Eighth Districts responded, as well as local civil rescue authorities and other military units. A C-130 came from Air Station Elizabeth City to provide a Carolina Moon during the search efforts.

An evacuation center with ambulance service to local hospitals was set up on Mullet Key near the collision site. Survivors were taken to several different local hospitals and some were taken care of at nearby Coast Guard shore units.

The **Capricorn**, a 580-foot tanker owned by Kingston Shipping Co. of New York, was inbound for Tampa with 150,000 barrels of Bunker C oil when the collision occurred. She grounded shortly after the collision. No injuries were reported. **Blackthorn** was outbound for her homeport of Galveston, Texas, following a yard availability period.

A Marine Board of Investigation, headed by RADM Norman C. Venzke, 2nd District Commander, has convened.



Flotilla 5-3 conducting a piloting class. Head instructor Ruth Aubin, IPFC, being ably assisted by George Smith, FC, and Evangeline Imler FSOMA.

## SECRETARY'S TAKE NOTE!

Being a secretary is one of the most important positions in the Auxiliary. Also the silent staff.

Accepting the position of secretary, you assume staff responsibility for matters pertaining to administrative and personnel reporting when so directed. The primary function is to keep minutes of all meetings; keeping all information for ready reference on file; and is the support of those elected officers she/he records for.

Being DSO/SR, I have received minutes from some of the SO/SR's. This is not compulsory but it is appreciated. Those minutes I have received are well done.

The FSO/SR or SO/SR should read fully the instructions on CG-3516, Unit Meeting Report, and fill out this form fully. This report should be submitted within ten (10) days following the meeting. Be sure that all copies are forwarded to the proper persons and retain one copy for your unit file.

If you have any questions or if I can be of any help, please feel free to contact me.

Sometimes being secretary you may feel unnoticed and taken advantage of. Being secretary is a very difficult job and also the most important job in keeping the unit efficient and up to date.

And, when you feel lonely or unnoticed, make a mistake and everyone will notice.

Submitted by  
Carole A. Clark, DSO/SR/3SR

## NEW CHIEF OF STAFF

Captain (RADM SELECT) Richard Cuaroni, now on board. Reported from CCGD13 (Seattle) Former Chief of Staff, RADM F.T. Schubert departed 4 April 80. New assignment is Marine Affairs Advisor to the Secretary of Transportation.

## PFEIFER GETS AWARD FOR HAZARDOUS RESCUE

Robert Pfeifer, now Vice-Commander of State College CG Auxiliary Flotilla 5-2, has received the Amos Hope Award for his rescue of two boys stranded on an island in rainswollen Bald Eagle Creek near Unionville, Pa on November 26, 1979. In the early afternoon that day, Pfeifer responded to the call for assistance from EMA and fire rescue personnel who determined that they themselves could not effect the rescue without a board except with undue risk. Pfeifer launched a 14-foot canoe approximately 100 yards upstream from the island where the boys had become stranded by sudden rise of the stream on a small island only 6-8 inches above the turbulent, frigid water. Amid much debris and strong current, the auxiliariist paddled to the island and transported the boys one at a time to safe shore further downstream.

The brothers had been marooned for almost five hours. Had they had to wait for rescue or for wading to shore until the water subsided, in perhaps 6-10 more hours, a witness said, they would have suffered from far greater exposure than they did, given the icy rain that had been falling.

Eyewitnesses to the rescue praised Pfeifer's competence in boat handling and his selfless concern about the safety of the boys under adverse and potentially very dangerous conditions.

Making the award was District Commander Robert A. Carson, 3rd District (SR), at the Division V Change of Watch on 15 March 1980. The award is designed to recognize the most outstanding assist during the year by an Auxiliariist in Third Coast Guard District (SR) as determined by the District Awards Committee from records submitted. This award, a plaque, is provided by Division VI as a memorial to Past Division Captain Amos Hope.

Submitted by:  
Hugh W. Fraser FSO-PR/PB 5-2

## Topside Deadlines

25 June 80	Summer 80 Issue
25 October 80	Fall 80 Issue
25 December 80	Winter 81 Issue
25 March 81	Spring 81 Issue

ROUND 'EM UP AND HEAD 'EM OUT  
FOR THE USCG AUXILIARY  
NATIONAL CONFERENCE . . .



Opryland Hotel, Nashville TN 21-27 September 1980



SUMMER RENDEZVOUS - 13&14 JUNE 1980

PROGRAM SCHEDULE:

FRIDAY 13 June 1980:

1800-2000 Registration desk open in lobby Great Oak Landing.  
2000- Commodores Welcome Aboard Party (no host)  
UNIFORMS OF THE DAY: CASUAL

SATURDAY 14 June 1980:

0900-1200 Registration desk open in lobby of Great Oak Landing  
1300-1400 Registration desk open in lobby of Great Oak Landing  
1000- District Board Meeting  
1200- Picnic around pool and veranda  
Menu: Hot Dogs, Hamburgers, Baked Beans, Chips. Potato Salad,  
Cole Slaw, Relishes, Rolls, Iced Tea, Soda, and Draft Beer  
Poster Contest  
1300- UNIFORM OF THE DAY: CASUAL

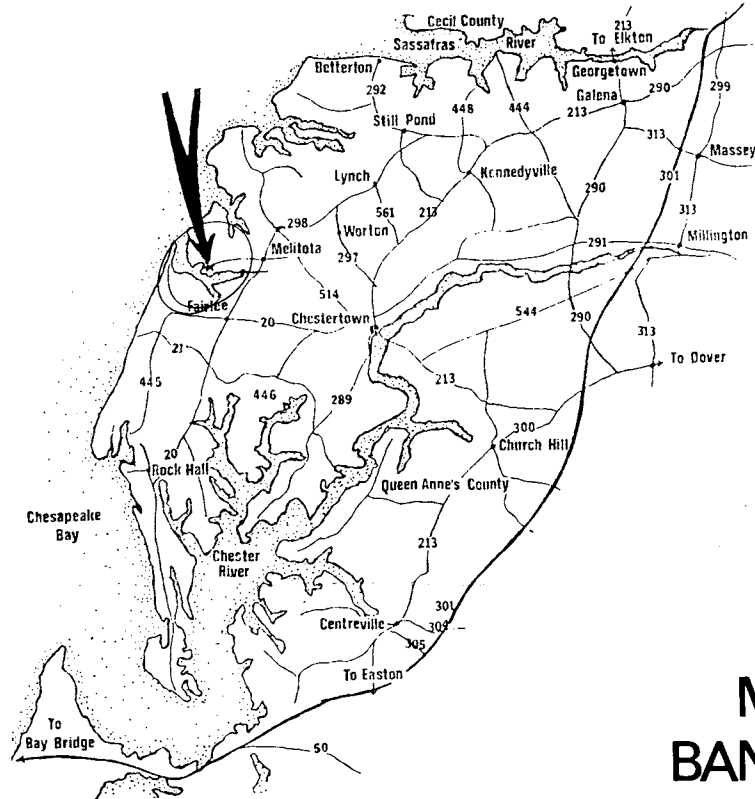
SATURDAY (EVENING) 14 JUNE 1980:

1800-1900 Commodores Happy Hour (no host) around pool & veranda  
Menu: Fresh Mellon Balls in Rum Lime Sauce, Tossed Salad,  
Veal Cutlet Gruyere, Baked Stuffed Potato, Vegetables in season,  
Dessert, Tea & Coffee.  
1900- Dinner  
2200 Dancing - around pool & veranda (weather permitting)

GENERAL INFORMATION:

Swimming permitted all week-end (Times availble at front desk)  
30 boat slips block out. Dock fee is .50 per foot or minimum of \$15.00 per night  
Picnic (childs) \$2.50 (Under 12 only)  
Picnic Only (adults) \$6.50  
Dinner Only \$13.00  
Picnic and Dinner \$18.50  
UNIFORMS FOR SATURDAY EVENING: TROPICAL DRESS BLUE (LONG)  
CIVILIAN ATTIRE  
LADIES FORMAL, COCKTAIL ATTIRE

Great Oak Landing  
Fairlee Creek  
Chestertown, Maryland 21620  
(301) 778-2100



POOL  
MOTEL  
MARINA  
LOUNGE  
RESTAURANT  
GOLF COURSE  
MEETING ROOMS  
BANQUET FACILITIES

USE THIS REGISTRATION FORM FOR SPECIAL RATES AT GREAT OAK LANDING

NAME: \_\_\_\_\_ FLOTILLA \_\_\_\_\_

I desire reservations for single \_\_\_\_\_ Double (Two Beds) \_\_\_\_\_  
Two Persons \_\_\_\_\_ Four Persons \_\_\_\_\_

1. MAKE CHECKS PAYABLE TO: Great Oak Landing  
Fairlee Creek  
Chestertown Maryland 21620

ONE NIGHT'S DEPOSIT  
IS REQUIRED!

Single \$31.50 Including Tax - \$5.00 Extra Person  
Double \$37.80 Including Tax - \$5.00 Extra Person

All reservations (motel) to be made through Great Oak Landing -- First Come -- First Serve Basis. When full, motel reservations will be made for you at Foxly Manor in Chestertown (10 miles south of Great Oak Landing). Confirmation will come from Motel where you will be staying.

PENALTY INDICIA NOT AUTHORIZED FOR RESERVATIONS

USE THIS RESERVATION FORM FOR PICNIC AND DINNER OR JUST PICNIC, OR JUST DINNER

MAIL TO: RCO (E) RODGER DERR  
PO Box 1646  
Philadelphia, Penna 19105

2. NAME \_\_\_\_\_ FLOTILLA NO. \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

I desire \_\_\_\_\_ Reservations at \$6.50 Per Person Picnic Only (ADULT)  
I desire \_\_\_\_\_ Reservations at \$2.50 Per Person Picnic Only (Children Under 12)  
I desire \_\_\_\_\_ Reservations at \$13.00 Per Person Dinner Only;  
I desire \_\_\_\_\_ Reservations at \$18.50 Per Person Picnic & Dinner

Enclosed is a check for \$ \_\_\_\_\_ Covering the cost of reservations indicated above.

MAKE CHECKS PAYABLE TO: U.S.C.G. Auxiliary - 3 CG District (SR)

PENALTY INDICIA NOT AUTHORIZED FOR RESERVATIONS

USE THIS RESERVATION FORM FOR BOATS ONLY

MAIL TO: RCO (C) RICHARD HUDSON  
4502 Hendry Avenue  
Wilmington, DEL 19808

3. NAME \_\_\_\_\_ FLOTILLA NO. \_\_\_\_\_

NAME OF YOUR BOAT : \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

I desire Reservations for \_\_\_\_\_ Ft. Boat.  
I will arrive on \_\_\_\_\_ June 1980 at \_\_\_\_\_ Hrs.  
I will depart on \_\_\_\_\_ June 1980.

DOCK FEE: .50 per foot  
or  
Min. \$15.00 per night

DOCK FEES TO BE PAID IN ADVANCE

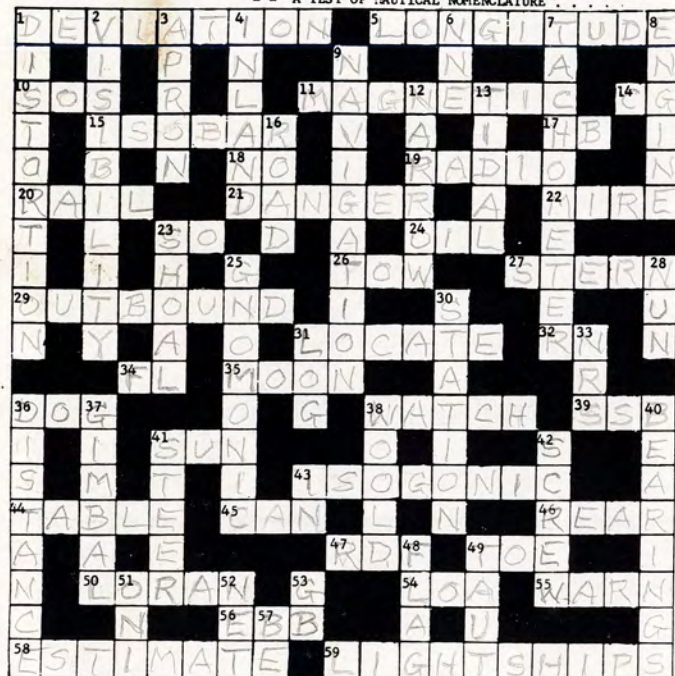
MAKE CHECK PAYABLE TO: GREAT OAK LANDING

PENALTY INDICIA NOT AUTHORIZED FOR RESERVATIONS



# "WORDS AFLOAT"

-- "A TEST OF NAUTICAL NOMENCLATURE" --



by Nancy Aldwin

Lifted from WESTERN ECHO 2nd District,  
Western Region.

(ANSWER ON PAGE 7)



DEPARTMENT OF TRANSPORTATION  
U.S. COAST GUARD  
DIRECTOR OF AUXILIARY 3 (SR)  
c/o COAST GUARD BASE  
GLOUCESTER CITY, N.J. 08030  
OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE \$300  
DSO-PB 3 (SR)

## Across

1. Compass error caused by local magnetic influence.
5. Angular distance East or West of Greenwich meridian.
10. International distress signal.
11. Type of North.
14. Maintains ATONS (abbr.)
15. Line on weather map marking places of equal barometric pressure.
17. Horizontal bands; used on charts as bouy identification (abbr.)
18. Compass reading 360 deg. (abbr.)
19. Type of beacon used as aid to navigation.
20. Structure serving as guard on ship's deck.
21. Five or more short whistle blasts is signal
22. To stick fast.
23. Compass reading 100 deg. (abbr.)
24. Petroleum
26. What three verticle white lights on tugboat indicate.
27. After end of vessel
29. Leaving port.
31. Radio beacons may be used to position.
32. Royal Navy (abbr.)
34. Flashing (Chart abbr.)
35. Its gravitational pull is main reason for tides.
36. Device for fastening portlights.
38. Time of alert and continuous attention.
39. Long range radio (abbr.)
41. Celestial body for sights in daytime.
43. Line on chart joining points where magnetic variation is the same.
44. Outer part of keel, stem or sternpost projecting beyond rabbet line.
45. Cylindrical buoy.
46. Aft.
47. Electronic ATON (abbr.)
49. Type of rail.
50. Long Range Navigation System (abbr.)
54. Abbreviation for overall length of boat.
55. Red sections of danger areas.
56. Outgoing tide.
58. What your vessel bill usually exceeds.
59. Vessels placed at important stations where it's not feasible to build a lighthouse.

## Down

1. A Mercator chart usually contains some geographic
2. What fog reduces.
3. A timber fixed behind the lower part of the stem above the forward part of the keel.
4. Rules of the Road not used on the high seas.
6. 22-1/2 deg. to the east of north on a compass.
7. Device for indicating engine revolutions.
8. Location of many mechanical failures.
9. The art of determining a vessel's position on water.
12. Opposit a beamy.
13. Type of current.
16. Open anchorage.
23. Shallow area.
25. Type of projection that a plane is placed tangent to the earth at a given point.
28. Red buoy found to right when returning.
30. Light ships should be on
31. Record of voyage.
33. Naval Radio Station (abbr.)
36. Rhumb line length.
37. Ring in which compass is set to keep level.
38. To wind rope around scarfed spar.
40. Lines of position.
41. To direct ship's course.
42. Propeller.
43. Unit of measure (abbr.)
48. Flown at starboard spreader.
49. Tight
51. Office of Naval Intelligence (abbr.)
52. Tonnage measurement of vessel's cargo capacity.
53. Large Island Country (abbr.)
57. Bill of exchange (abbr.)

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U.S. COAST GUARD  
DOT 514



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UPPER DARBY PA 19082

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