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THIRD COAST GUARD DISTRICT (SR)
c/o Coast Guard Base Gloucester City, NJ 08030

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LEE B. WEAVER Immediate Past District Commodore (IPDCO)

Editor/Publications Officer

ELSIE M. NICHOLS
1045 West End Boulevard
Quakertown, Pennsylvania 18951
Tel: (H) 215/536-3871 — (B) 215/443-9300

ADSO-PB

ROBERT H. NICHOLS
1045 West End Boulevard
Quakertown, Pennsylvania 18951
Tel: (H) 215/536-3871

DIVISION CAPTAINS

I JACK CUNNINGHAM
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★ FRONT COVER:

Our Honored Guests at Winter Conference:
Left to Right: VADM Wayne Caldwell, his lady Suzanne, Pat Eagan
and CAPT Lance Eagan
★

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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DIRAUX UPDATE

...LT. Michael Swigert, DIRAUX

Spring is just around the corner and it is time for the Auxiliary to start on a new summer season. The BS & S and Sail Classes are being completed and the BQ sessions are underway. The courtesy examiners are in the field tracking down facilities and those few boaters who are already preping their boats for the summer.

It is the perfect time for all members to rededicate themselves to the purposes of the Auxiliary. New members take a pledge to . . . **support the United States Coast Guard Auxiliary and its purposes** . . . A few excerpts from the prologue to the pledge will tell you what these purposes are.

"By accepting membership in this organization you do so as a volunteer. However, this does not mean that you are without certain responsibilities and obligations. Your pledge to support the Coast Guard Auxiliary and its purposes includes a promise to make a conscientious effort to participate in the Auxiliary's programs to the best of your ability . . . the satisfaction you derive from your Auxiliary membership will be in proportion to your participation in these various programs."

The prologue's final line reads . . . **"If you feel that you can be an active vital member, please take your pledge . . ."** Maybe now is the time for everyone to reread the prologue and reaffirm the pledge. Each individual member and the entire Auxiliary will benefit from a renewed interest in the purpose contributing to boating safety.

This will be my last article as your Director. I have found this job to be my most challenging since I have been in the Coast Guard. Both Rosemary and I have enjoyed the travel, the fellowship and the friendliness of the Auxiliary members and their families. We have met more people and have been more places than anywhere else I have been stationed. I can truly say that I have never seen a group of people have so much fun while working so darn hard as I have while I have been in the Third Southern Region. From what I have seen in the last three and one half years, the Third Southern Region, the Auxiliary and the Coast Guard will never falter while people like those I have met stand behind the organizations. My best wishes go with you on whatever course you may set and on whatever body of water you may travel.

Mike Swigert

NATIONAL CONFERENCE CALENDAR

Eastern Area Conference Mar. 28-April 1
ATON & Chart UpDating Workshop April 11-13
Central Area Conference May 10-13
NATIONAL CONFERENCE Sept 13-15

See Your Copy of Navigator
For All Details on These Conferences



FROM THE BRIDGE



UPDATE Robert L. Wecker, DCO



The year 1984 should be a challenging and informative period for all active members of the 3(SR). Quite a few changes have gone, or are about to go, into effect which will relate to most of us in one way or another.

Highlighting a few of these changes: we now have established quarterly instead of monthly meetings for the District Board and Staff. The Third Southern Officers Manual has been retired and in its place we have the new Third Southern Policy Manual. For the second year we have conducted day long training sessions for newly elected Flotilla Commanders and Division Captains. The new Auxiliary Operations Program, where those members who are operationally oriented will be qualifying as crewmen, operators or coxswain, has gone into effect. The long awaited Public Education advanced Piloting Course is now available. Also the new In-Flotilla Training Topics Manual COMDTINST M16794.10 should prove to be a valuable tool to enliven Flotilla meetings.

Along with the above changes and programs we will continue to pursue with equal vigor all of the present programs now in effect.

The District Staff is ready and able to assist the Divisions and Flotillas in all programs. They will be attending Division and Area Meetings throughout the year, promoting and presenting up-dated material on their various programs. Our quarterly district affairs will also provide these dedicated officers with ample time to present workshops and question and answer periods to all interested members attending.

In short, YOUR AUXILIARY is presenting the tools to provide you the member to actively participate in the program or programs of your choice.

There is, however, one last hurdle to master! We the members must individually take an active part to make everyone or all of these programs the success they can be. Teamwork is the word. Your organization needs and wants each of you as part of the team.

Looking forward to seeing each of you at the District Awards Affair at the Treadway Inn, Lancaster, Pennsylvania, April 6 through 8.

Bob Wecker

UPDATE Richard L. Raudabaugh, VCO



If You Don't Have Time
The other day I heard a quote that has kept ringing in my ears ever since, "If you don't have time to do something right, how will you find time to do it over again?" This statement is relevant to our everyday lives including our occupations and our family and social relationships. It also has a bearing on our participation in the Coast Guard Auxiliary.

First and foremost, we must realistically reinforce the desirability of getting all members to participate in one or more of our programs. We belong to an active working organization that depends upon each member doing their share. Next we must promote an understanding of the realistic amount of time various responsibilities take. Too often we hear our members being asked to take a staff or elected position or even serve on a committee and be told, "It's an easy job," "We just need a name," "You don't have to do anything," or a host of other excuses that are unrealistic. Later, after the member accepting such a position, finds that there is much more involved or the FC or DCP expects much more than, "Just a name," the member is not prepared for such a contribution. Additionally, asking someone to do a job which has little or nothing to do is demeaning, belittles our organization and tells the member that you don't think he/she can handle a more important job that has greater responsibilities.

Finally, after we agree to accept a position in the Auxiliary, we must then assure the organization that we have accepted the responsibility to carry out the duties. Remember in the oaths of office for elected and appointed officers as well as the oath for membership, we make a commitment "To carry out our assigned duties" and we "Promise to make a conscientious effort to participate in the Auxiliary's programs to the very best of our ability."

Let us think about this for a moment. If we have pledged to do our best, then that is what we should do. Find the time to do what you have committed to do, and do the job right, to the very best of your ability. Take the time to accomplish each task properly and you will know that you have accomplished the task in an effective manner. "If you want something done, ask a busy person," a statement we've all heard. In the Auxiliary we are all doers and we're busy people. However, that does not mean that we can neglect our commitment to the organization. But, if you are busy, and I'm sure you are, "Do each job or task right the first time, 'cause you won't have time to do it over again."

Richard Raudabaugh

Don't Miss the Awards Conference at Lancaster — Make your reservations NOW!
Attend the Workshops! - Join in the Fellowship!

NOGI

Notes Of General Interest

M. E. SWIGERT, DIRECTOR
ROBERT WECKER, COMMODORE

Quotes
Topside, Spring 1984

CONTEST NOGIs has been using contest submissions for Masthead formats for the past several issues. *Editor's note: Several have been incorporated on this page.* We have received some outstanding Logos but would like more. Can't draw? That's a lousy excuse. I can't write but it doesn't stop me. Submit your ideas in crayon if need be and we'll smooth them up.

CHERRY HILL Every report indicates Cherry Hill lived up to its billing. Everyone should be complimented for their efforts. If you enjoyed it. Just wait until the Lancaster conference on 6 & 7 April. Plan now to attend.

DEFINITIONS According to the Director with a nod from Mr. Webster. Organization: An administrative and functional structure characterized by conformity to standards. System: An organized or established procedure. Where's this leading?

INSURANCE National has now obtained third party liability insurance. From time to time your unit may need a certificate of insurance to show a building owner, school, etc. To receive a copy of the certificate write, 20 days in advance, to Roeder and Moon, Inc., P.O. Box 901908, Dallas, TX, 75390-1908. In your letter, explain the activity to be performed, i.e. Public Education, the period of time involved, and the name and location of the building or school. Be sure to identify yourself as Coast Guard Auxiliary.

AUXMIS FORMS UPDATE - Enclosed with Nogi No. 1 dated 20 January 1984, was an updated list of AUXMIS forms. Know you must be thrilled to get this.

CME & COURSE INFO - Please advise local Coast Guard units of CME & PE course information. The public often contacts a CG unit when seeking this type of info.

UNIFORM CORRECTION - The Cape May Men's uniform order blank has an error. The "Mount, Cap Band for Coast Guard Insignia" should be deleted since the CG mount does not fit with the Auxiliary Insignia.

TRAVEL ORDERS - Have you received a set of travel orders? Have you submitted your claim or returned the orders marked "No Claim?" If not we are wasting money, something we cannot afford to do. You see, everytime we issue a set of orders, we set aside the money to pay for them. If you don't submit a claim or a "No Claim," the money is wasted because it's obligated for you, by name, and can't be spent until we have satisfied the obligation. Help! Submit your claims promptly! By the way the procedure also applies to Patrol Orders!

3SR FORMS - Go back and read Nogi 21 dated 9 Dec. 1983. It says 3SR forms will be available from ANSC after the forms are initially issued to each flotilla. So **Don't** order from ANSC yet. ANSC doesn't have them yet, neither do you and neither do we. For now, and until you see it written in Nogi, use any old form you have available (including photocopying the new forms out of Appendix A) to accomplish what needs to be done.

MORE FORMS - A new course completion report, CG-4954 (Rev. 3-82) is now available at ANSC. It's a marvelous new form. Be the first flotilla on your block to have some. By the Way—the last zero in the flotilla number was left off during printing. FCs, PEs and ISs reviewing the form, please ensure a slashed zero is put in block 10. Sample form was included with Nogi 1, 20 January 84.

BQ PRACTICAL FACTORS - The Auxiliary Training and Qualification Manual COMDTINST M16794.9-1 (1-C-2) allows for the waiver of only the underway practical. We continually receive enrollment packages with all three practicals blank. Please refer to the 3SR Policy Manual for proper submission of membership enrollment packages.

CE QUALIFICATION CHANGES - Effective retroactive to 1 Jan 83, there is no requirement to do 10 CMEs to retain your CE Qualification. Those CEs whose qualifications were dropped at the end of 1983 for performing fewer than 10 CMEs will be reinstated. You must still have the seminar to retain your CE Qualifications.

RADIO CHECKS Radio checks have become so frequent that they are interfering with the Coast Guard's ability to properly guard frequencies and communicate with vessels in distress. We have been asked to pass this along through the media, PE classes and in the course of ongoing PR efforts.

PUBLIC AFFAIRS REPORT - You do not need to, and please don't submit this report for a month in which you have no activity. It is deleted as a criteria for the Director's Administrative Award.

AUXMIS AND THE SAR INCIDENT REPORT (CG4612 AUX) - We've received several questions on the distribution of the SAR Report, especially in conjunction with AUXMIS. The answer is in Chapter 4, Section F, Paragraph 3, (4.f.3) of the 3SR policy manual. That's page 4-16. Please read it to the members as it's clear as we can make it.

6 DIGIT OPERATIONAL NUMBER - In the past this region has assigned a 6 digit number to each facility owning skipper. If you were skipper qualified but did not own a facility, you received a QPS (Qualified Patrol Skipper) number. We do not use this system anymore. Our system for 1984 is the same system that the Auxiliary Manual uses. With this system each facility, not individual, will receive a 6 digit number. This number is your "Call Sign." We will try to get you the same number in 1984 that you had in previous years. Please remember, the number is for the facility.

SOME TRUTHS ABOUT THE 3 GREAT LIES - 1. The 3SR forms **ARE** at the printer. 2. The BCM IS in the mail to facility owners. 3. Yes, I'll respect you in the morning.

SKIPPERS/OPERATORS/QPS - We are compiling a list of everyone who, according to our records, will be qualified to receive patrol orders in 1984. The 1984 criteria was explained at Cherry Hill and the DSO-OP will be publishing the criteria in Topside. The list will be alphabetical and sent to each FC and DCP. We hope to have it available for the next Nogi. Please refer back to the three great lies if you doubt this.

SEMINARS - Missed the seminars at Cherry Hill? Don't Panic. Read 3.G in the 3SR Policy Manual (Pages 3-9) Yes, you can put them on at Division and Flotilla Level. Be sure you have the Headquarter Seminar Discussion Topics. Also, for operations, have Chapter 4 of the 3SR Policy Manual.

Signed: C. S. Campbell, By Direction
Editor's Note: Have tried to quote Nogis as they were written (no longer deadly dullsville) and to include those items since the last Topside which are still current.

UPDATE . . . George J. Smyth, RCO-W



Since the question of VHF radio waivers is mainly asked by members of the Western Area, I feel that I should try to get the word down to the members concerned.

We all know, over two years ago, the deadline for having a VHF radio on operational facilities was set as 1 January 1984. We were told then, no waivers after that

date. Now it's past, so **NO WAIVERS**.

For those of you who don't know the reason and are still questioning, let me see if I can help.

First, this is not the Director's requirement it is a requirement on operational facilities set by the District Commander. For our own protection, the Director **CANNOT** grant waivers.

Why? . . . If the Director were to grant a waiver to an operational facility and that facility went on an ordered patrol and had an accident, the facility might not be covered. As we all know, accidents must be investigated by a Coast Guard appointed investigator (COMDTINST 5890.8, 10 Jan 83) before liability coverage can be processed. In the process of the investigation the facility is inspected by the investigator. The investigator finds no VHF radio, automatically, the facility is not operational; Not Operational, No Liability Coverage, No Liability Coverage, No Claim.

If the Operational Facility doesn't go on ordered patrols, then it doesn't have liability coverage, so it doesn't get the Coast Guard Inspection, and it doesn't need a VHF radio, so in fact it really is not operational.

That's a lot of IFs and ANDs, but it's fact.

All this comes down to the last line—the Director **Cannot** grant a waiver on a District Commander's requirement.

George J. Smyth

UPDATE . . . Walter Moulder, RCO-C



Looking back, 1983 is a year that all Auxiliarists in the Third Coast Guard District, Southern Region can be proud of. It was a year of accomplishment and professional growth. The membership performed exceptionally well toward meeting the district goals, supported the change to quarterly district meetings and

the District Staff made our seminars and workshops second to none in the Auxiliary. Even more evident was the spirit of fellowship that prevailed at all the meetings and functions I attended. It could be said that the district is *on a roll*, so let's keep this can-do attitude and spirit of fellowship going for 1984.

However, it is important to be aware of the fact that all of these accomplishments resulted from the participation of less than half of the membership. All members are reminded, that as auxiliaries, we have pledged ourselves to support the auxiliary and promote its authorized activities. To fulfill this pledge requires that we all participate in one or more of the many Auxiliary activities available to us. I strongly urge each member, who has not yet become involved, to make a commitment to himself and their unit to become an active auxiliary in 1984. To start, attend your unit meetings and become acquainted with your fellow auxiliaries. They will be delighted to help you learn more about the Auxiliary and assist you in becoming active in one of the many Auxiliary activities. If each member becomes active by doing just a little—the results will amaze us all and put the Third Southern at the top in 1984.

Walt Moulder

"THE PROFESSIONALS"



UPDATE . . . Alexander M. Lewis, RCO-E



The Third Southern has reason to be proud. The initial group of trainees who traveled to Port St. Lucie, Florida to receive training in the new Boat Crew Qualification Program acquitted themselves in exemplary fashion. Word has it that they were one of the best, if not the best, groups in training. This day and night course from

January 7th to 15th was a test of their ability and endurance. This was not a mint julep, sit around the pool, Florida vacation, but was a concentrated eight-day and night learning and training experience, so that they could return home and train others.

Gil Miller, Sandy Sandstrom, Lee Crossman, and their trainer, Lt. Collin Campbell, earned the respect of their peers and I believe came away with the brass ring.

They will, in turn, examine and qualify the initial group who will then, in turn, qualify and examine the others in our local units. Lest you forget, the Qualification Program you will enter into has a two-year window for completion (No! No trip to sunny Port St. Lucie, Florida) of the certification without pressure and with ample time.

While we all have great enthusiasm for the new Boat Crew Qualification Program, we have to remember that this is not the only program in which the Auxiliary is engaged.

There is Courtesy Marine Examination, and there is the Public Education program, both of which have an equally important place in spreading the word of boating and water safety.

There are other programs such as Member Training, Chart Updating, Communications, Growth and Retention, and others that need support. Continue to be involved in the things that interest you and that you enjoy.

The fourth cornerstone that ties all of this together is Fellowship. This goes on all the time, and comes to the top of the pyramid at our quarterly get-togethers. Let us make it a super turnout at Lancaster. See you all there.

Al Lewis

3rd SOUTHERN AUXILIARIST REQUALIFIES AS BOAT CREWMAN

Carroll Wolf, FSO-MT Flotilla 10-6, Lansdale, PA has done it again! This past summer he requalified and is a certified Coast Guard Boat Crew Member for the 21' UTL and 41' UTB at Cape May SAR Station.

In the fall of 1979 Carroll joined the Auxiliary and became a charter member of the then new Lansdale Flotilla. He was elected VFC and in 1981 became FC, serving in that capacity for the next two years. His main interest was to become an instructor specializing in Piloting.

In order to gain practical on the water experience, Carroll went to the SAR Station in Cape May and asked if he could be an Auxiliarist Crew Member. They welcomed his interest and assigned him to the day crew. The first year he was mainly an observer. The second year he became a certified crew member. Each year Carroll spends 3 to 5

weeks (135 hours in 1983) on duty. This past summer everyone at the SAR Station had to requalify. The requirements were most comprehensive.

1-Physical Fitness Requirements - 9 task steps.

2-Minimum

Requirements-121 tasks each with from 2 to 8 steps.

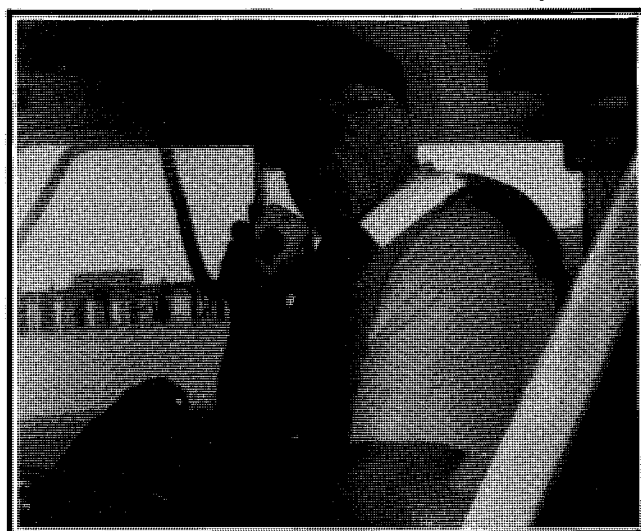
3-Crew Member Check Rides-6 on the water tasks each with 3 to 9 steps.

Carroll passed all of them in 5 weeks to requalify. This year he starts on the Coxswain qualification.

Carroll has nothing but the highest praise for the Cape May SAR station, not only for their professionalism but for the courtesy, interest and

help they gave him as an Auxiliarist. Carroll is the perfect example of a dedicated Auxiliarist who is not a facility owner.

Submitted by: Flotilla 10-6, FSO-PB



HAVE YOU ATTENDED YOUR OPS OR VE SEMINAR YET? TIME IS RUNNING OUT!

OPERATIONS



Don Holleger

In the last issue of *TOPSIDE* I stated that it takes a great deal of effort to become proficient in the operations area. I also mentioned the operations staff people who will be working on the team this year. There is a second and equally important element on our team, the DSO-MT crew, headed so ably by Gene Pester. Our intentions are to work together closely as a team to provide the kind of training you want. Gene will not forget his other training responsibilities, which are many, but he will be lending his talents to my area of concern, operations.

We have been talking about the 1984 operations criteria trying to balance the desires expressed from Headquarters and our desires in the 3rd Southern. Headquarters wants to open up operations to anyone who has previously participated as a crewman or skipper. In the 3rd Southern we have had a requirement for many years, that in order to receive orders you must have passed the Patrols and Communications OSCs. Our criteria has proven itself and our operators have all given the time and effort to pass these two courses. With this in mind, here are the criteria for receiving patrol orders in 1984:

- Passed Communications OSC
- Passed Patrols OSC
- Attended a 1984 Operations Seminar
- Have previously participated as an operational Skipper in 1981, 1982, or 1983.
- A familiarization ride may be required by your operational commander if you did not patrol in his area in 1983. Reimbursable orders will be issued.

I anticipate the 1984 criteria will apply throughout the BCM phase-in period.

I would like to thank all of you who were able to attend the Operations Seminar at Cherry Hill. The staff worked very hard to make the presentations informative and as interesting as the material allowed. We intend to redouble our seminar efforts to improve our timing. I know it is difficult to attend such a seminar right after the holidays and with the weather to contend with. We will be having Operations Seminars at area and division levels to catch those of you who were unable to attend. These seminars will include some interesting demonstrations.

Unfortunately, we did not have all the answers to your questions at Cherry Hill and I believe we should have before we have a seminar. We will be working on getting the answers to these questions and bringing them to you through *TOPSIDE*, *NOGIs*, and letters.

There are many changes occurring to operations this year. Yet there is no better time to get involved!

Donald Holleger, DSO-OP 3SR

UPDATE  LT. Collin S. Campbell, Asst.DIRAUX.

Communications. Without effective communications organizations fail to function, simple SAR becomes major, and we just plain don't know what's going on. Not getting the word is a major frustration. Not getting the right word can be catastrophic. How do we avoid the pitfalls of poor communications? I don't know.

What I do know is that we have many ways to communicate with each other in the Auxiliary. First, we have verbal communications. I like to call this skill talking. Talking to each other can be the most effective of all communications media because you receive immediate feedback. Sometimes this feedback is verbal, sometimes it's in body language, and sometimes, heaven forbid, it's physical. If its physical at least you know the other person is paying attention. One of the pitfalls in talking with each other is that the speaker doesn't always know what he/she is talking about. Then you might find you are effectively communicating the wrong information. This generally comes back to haunt you.

We also communicate through the written word. We use this method a lot—I mean whole, big bunches. If you doubt me, go look in your mailbox. We spend a lot of time, effort, and money trying to keep it full of the latest Auxiliary information. This is the stuff, the written word, that we always refer to when we say "look it up." The Coast Guard prints Auxiliary manuals, National provides the *NAVIGATOR* and the various program newsletters, and we, the Third Southern, have our ways too. You're reading one of them, *TOPSIDE*. Read it from stem to stern and you will find information that you may not have previously known. Articles which attempt to share the concerns of the authors and impart information as well. We also have *Note of General Interest*, *NOGIs*. We publish this on an exacting timetable of every two weeks or whenever we get to it. We try to glean highlights from various official publications, add items of regional interest, and try to help you stay abreast of the goings on in our neighborhood. By the way, I've seen *NOGIs* reprinted and included with unit newsletters and have read the Records of Unit Meeting where they said "read *NOGIs*." I'm delighted.

For items requiring the action of higher authority, we communicate through the Chain of Command. The Chain of Command is a time-tested method. It works. I support it. Use it and if you're in the chain, act promptly to forward the letter to the next in the chain. As a very general rule of thumb, on a letter requiring no research, I like to get it out in three days. I particularly enjoy getting a letter which starts "I received your letter today . . ." The key to an effective chain is timely action.

Communications is our life blood. Remember it's a two-way street. Somebody has to listen.

Collin Campbell

OLIN MARINE SAFETY AWARD

HONORABLE MENTION FOR 1983

The following Olin Corporation news release honoring one of 3SR's district staff officers has been quoted here in full both in honor of Don Holleger, and as an item of interest to all boating safety-minded members.

"NEW YORK, Jan. 12—James Dorgan, a 14-year-old Mobile, Alabama, youth, who saved the lives of two fellow sailors, was presented with the 1983 Olin Marine Safety Award today in ceremonies at the Barbizon Plaza Hotel here. This is the first time that a teenager has won the Award.

"The selection was made by a group of boating editors from nominations received from throughout the United States.

"Mr. Dorgan was chosen because of his courage and quick thinking when two junior members of the Bay Waveland Yacht Club, Bay St. Louis, Mississippi, were trapped under a sailboat trailer where the boat's metal mast had come into contact with a high-voltage transmission line carrying 13,800 volts.

"Robert D. Colling of Fairhope, who offered the nomination, described what happened this way:

"James Dorgan quickly appraised the situation. His Boy Scout training made him acutely aware that he risked electrocution if he touched the boys under the trailer. Quickly obtaining a piece of dry wood, he used it as a lever to raise the trailer and two men pulled the boys to safety."

"The two recovered to sail again and local authorities credited Mr. Dorgan with saving their lives.

"Donald W. Holleger of Felton, Delaware, was selected for Honorable Mention. Mr. Holleger has been active as a United States Coast Guard Auxiliarist for six years, and during 1983 his contributions were considered particularly noteworthy. In the past five years, as an Operational Captain in Division XII of the Auxiliary, he assisted more than 1400 people and saved more than \$3-million in property.

"This is the 16th year the Award has been given during the National Boat Show here. It was established by the Signal Products operation of Olin to recognize significant and voluntary contributions to boating safety. The operation manufactures marine safety flares and other distress signalling equipment.

"Mr. Colling, in presenting his nomination, said "James Dorgan knew what to do in a time of crisis and had the courage and presence of mind to act."

Editor's Note: Our congratulations to Don. We all know how dedicated you are, and are proud and happy that you have received the honorable mention certificate for such a coveted award.

V Continuing Saga Voyage to the Bermudas of the Good Ship "Honey Too"



To the small boat sailor, Bermuda is a crossroad in the Atlantic. It is a way station for boats bound for Europe or the Caribbean; for vessels returning from the Caribbean, and, for boats like *Honey Too* trying their long distance sea legs for the first time. About 1000 small boats call at Bermuda each year; mostly between May and October. As a "guesstimate" about 990 would be sailing craft. Bermuda is just too far (about 700 mi) from most any U.S. port and the weather too unpredictable for any, but the most seaworthy, to attempt the voyage. This eliminates most power boats.

St. George lies on the extreme eastern end of Bermuda. The harbour is gained by passing through the town cut, which is a quarter mile long passage between imposing fifty foot high cliffs on either side. Outside the cut lies the full power and authority of the Atlantic Ocean and inside a calm and beautiful anchorage of clear blue water. Immediately to starboard as you enter is the St. George's Dinghy Club. Tied to their dock was *Raison D'Etre*, a Tayana 37 like our own and owned by our friends Don and Annis Scott. *Raison* was the first Tayana, that my wife, Honey, and I had ever been aboard. What a pleasant surprise to find her in Bermuda. We motored a few hundred yards to the Custom's Dock, where we had to wait for a vessel to back out. She was *Sedina*, a homebuilt ferro-cement ketch from New York, well known to us, as we had shared winter quarters together in our Staten Island Marina. We knew that *Sedina* had gone to "the Islands" a year earlier but we had no idea that she was returning to NY via St. George. Those surprises within five minutes of entering the harbor were merely precursors of the constant flow of pleasure we experienced in Bermuda.

Within minutes a most cordial and efficient customs officer had cleared us in, and *Honey Too*, "burden 12 tons, cargo ballast, having no guns," was officially cleared. Down came the yellow quarantine flag and up went the red Bermuda courtesy ensign at the starboard spreader. We had entered our first foreign port in our own vessel! Quite a feeling. I won't bore you with a travelogue of that beautiful island but will confine myself to matters nautical.

We anchored out in the harbor preferring our privacy and the panoramic view of the harbor's comings and goings. It was only a few minutes by dinghy to Ordnance Island and downtown St. George. You can however raft up with other yachts at the island with minimum fuss. Shortly after our arrival boats in the Marion-Bermuda Race began arriving. Most proceeded to the "Big Town" of Hamilton where the race festivities were to take place.

A day or two later we were hailed from

shore, and not being able to identify the hailer, we launched a son and dinghy to pick him up. It turned out to be a good friend, Tom, from New York who had wangled passage on a returning race boat, as his initiation to deep water sailing. We spent the morning with him swimming and telling sea stories. In the PM we dinked 2-3 miles to St. David, the most remote village in Bermuda, for a beer or two at the Black Horse Pub. There we noticed a 22 foot sail boat rigged for ocean sailing. Its skipper was at the next table and it turned out to be a friend of Tom's. He had seen the lone skipper off from NY the previous November, and had, in fact, given him a bottle of whiskey to help him along.

This small world gets smaller: don't stop now! Several yachts organized a 4th of July picnic at the Dinghy Club. Here we met a retired Group Captain in the RAF who had been the flight instructor for the Prince of Wales and a friend of the Scotts. Also our son's Professor of Economics at Bucknell University, who had crewed on a Marion Race boat. The RAF type was at this time director of the water activities for the US Navy in Bermuda and lived aboard his yacht. We had a front row seat/cockpit, as it were, for the spectacular fireworks display put on by the US Navy at Kindley field just across the harbor. It was a little strange to be in a foreign country watching 4th of July fireworks.

Just to cap the coincidences, we met a man with whom I had worked for years, on a street in St. George. He was off one of the many cruise ships that call there and Hamilton Harbour. And . . . one more sailing buddy off another Marion Race boat, which, by the way, was a Tayana 37. And . . . a retired Army Lt. Col. who crewed over on a cruising boat from Barnegat Bay. Bermuda really is a sailor's crossroad!

We became quite friendly with a couple who were flying the flag of the Seven Seas Cruising Assn. This is a loosely knit association of cruising *liveaboard* sailors. Bob and Alice Freeman, a couple in their early sixties, had just completed five years of living aboard and a 2½ year circumnavigation. They had not been to the US in that time and had no plans to do so. Bob is a retired (early) NBC weathercaster from Chicago and his wife is a ham operator, as are many aboard voyaging boats. A most interesting couple and typical of ocean voyaging couples; a majority of whom are early retirees in their fifties or sixties. Rafted to the Freeman's, *Cyrrus*, was another interesting family who did not fit the average age bracket. They had sold ALL one year earlier; designed and had built their own yacht/home; and cruised to the Med with their three young children (ages 8 to 16).

They were filled with happy tales of their year long experience shared as a family and now returning to the U.S. to deal with the realities of careers, college, educations, etc.

We reluctantly left that lovely island on 9 July in a screaming 7.5 knot reach which lasted for about 100 miles, where we transitted a front with lots of rain but no sustained high winds. From that point on, which was roughly the latitude of Cape Hatteras, we were hard on the wind again. Fortunately the winds were moderate for the remainder of the passage and although we were beating the ride was reasonably comfortable. "Comfortable" is disputed by my wife who took a "rogue" wave full face and body one afternoon, and in spite of good foul weather gear—was thoroughly "schmuded." Twenty minutes, head first in a dry sleeping bag and she was back on deck with a smile . . . good sailor. We all experienced moments of low, but one glance at a sunset or sunrise and the magic call of the sea returns even stronger.

During the passage we saw only one freighter. She was bound for Charlestown from Cherbourg, France and one sailboat heading East about 150 miles East of Cape May. She didn't answer the radio; we had no idea where she was bound. Her course would have brought her to Portugal—most unlikely. Another mystery of the sea. We saw a pod of whales two days from Block Island, a unique thrill. An ASW exercise (submarine warfare) was observed replete with Orion aircraft, helicopters and some sort of Naval vessel; all of which did not answer the VHF but at least knew we were there. By the way, we have the VHF CH 16 on 24 hours a day at sea. There's no noise or idle chatter . . . zilch, nada, zero, nothing . . . except when that ship is there. We click the mike every hour or so, and if anybody is out there you get an immediate comeback.

It was our plan to return from whence we came, i.e. New York harbor, but, since we were hard on the wind on the port tack, we were constantly being blown to the East and unable to make New York without spending another day at sea making a long 100 mile tack to the West. So we changed our plan and made our landfall between Montauk Point and Block Island, and ultimately to Rowayton. As we motored the sound to Rowayton, I, the weary Captain-Navigator, having turned over our precious vessel to the three sons, was heard to mumble "where are you taking me; around the Island?"—response in unison—"Go back to sleep, Captain."

And so our first off-shore voyage was complete. Did we enjoy it, would we do it again?

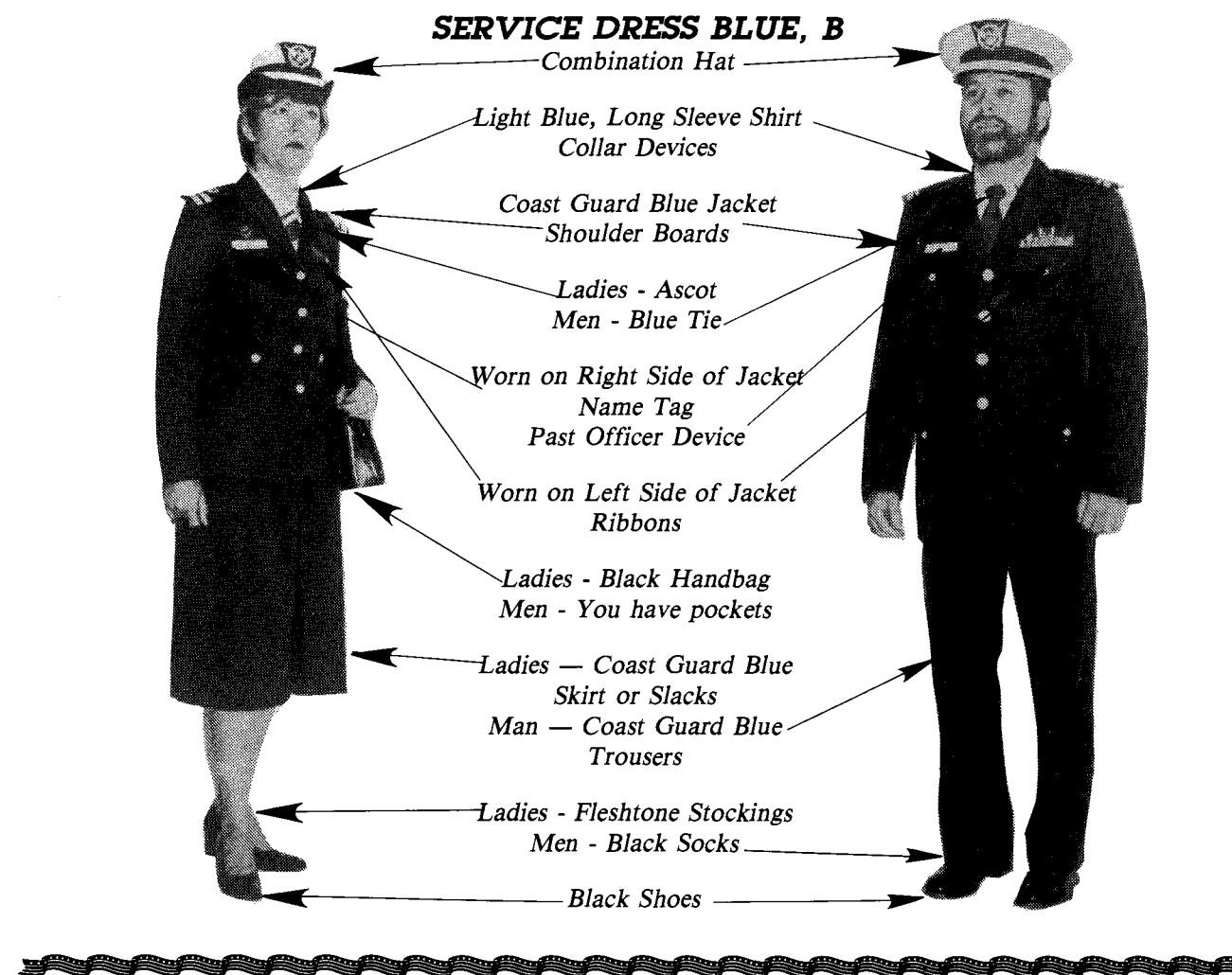
We're leaving for St. George, Bermuda on 14 June 1984.

Submitted by Don Costa, Flotilla 10-1

ARE YOU WEARING A UNIFORM? IS IT CORRECT?

COMDTINST M16790.1A tells you exactly how to put together a proper uniform, but these two Auxiliarists will help all of those who feel a picture is worth a thousand words. Many thanks to PFC Mary Clare Bowlus, Flotilla 01-03; and VFC Steve Nash, Flotilla 01-05 for posing.

Nancy K. Davis, DSO-GR, 3SR



GROWTH & RETENTION Nancy K. Davis, DSO-GR

There are some Auxiliarists who are involved with our organization. They carry a card in their wallet or purse which indicates that they are a member of The United States Coast Guard Auxiliary. When the elected officers are selecting their staff for the coming year, these members are too involved to hold a staff position. When members are needed for committee jobs, these members are too involved to work on a committee. It is usually the member who is involved that complains the loudest.

There are other Auxiliarists who are committed to the promotion of safety on our waters and committed to helping the Coast Guard in any way that they can. Many of these Auxiliarists have committed themselves to an elected office. Other Auxiliarists are committed to a staff office which they were asked to hold. Still

other Auxiliarists commit their time and efforts working on the committees that are needed to make this organization run smoothly.

The Rev. Robert Ard, president of the Black Leadership Council, explains the difference between involvement and commitment: "When you look at a plate of ham and eggs, you know the chicken was involved. But the pig was committed."

NO! I am not trying to tell you we need pigs to run this organization. What we need are members who are interested in boating safety and who are willing to do their small part. If each one of us does one small task, the amount of work that will be done is mountainous. Learn to say "Yes, I'll help."

Each member of our organization needs to have something to do. When member don't have anything to do, they quickly lose interest, stop going to meetings, and eventually are disenrolled. Make sure that every member has a job to do. Each of us should be on the lookout for a speaker who would be able to speak at a Flotilla meeting. Attend the next District meeting and attend the membership training workshop. You'll receive many ideas on how to keep members busy and interested.

Nancy K. Davis

INSTRUCTOR WORKSHOP

When we get in front of the class there is a need to communicate with the students. We usually do this by posing questions to them. The questions we ask (or don't ask) and the way we ask them are almost as revealing to our students as our nonverbal communications. What would you think of an instructor who only permitted questions to be asked at the end of the class, and then sort of brushed them off. Well, perhaps he isn't too comfortable or knowledgeable in the field that he can answer a question. At least this is the impression that the student might get!

Think of the student who had an important question an hour or so ago and when the time comes at the end of the class either forgets the question or why he was going to ask it. Questions and answers then are one of the most important ways in which we can tell what the students are thinking, how much of the material they understand and perhaps what other topics that might arouse their interest. Questions are the core of effective teaching. They act as the stimuli to the students to convey what content material should be learned, directions for what is to be done and how to do it.

WHY SHOULD YOU ASK QUESTIONS?

1. To ascertain whether students understand and remember what has been taught.
2. To have students apply what they have learned.
3. To stimulate student participation.
4. To initiate a discussion or review.
5. To diagnose student abilities.
6. To arouse student interest.
7. To support student contribution to the class.



STRATEGIES FOR QUESTIONING



1. **PLAN** key questions and write them into your lesson plan. Supplement with spontaneous questions as a result of class interaction.
2. Phrase questions clearly and specifically—avoid those vague or ambiguous questions such as "Does everyone understand what we covered tonight?"
3. Ask single questions—Run-on questions will often lead to student frustration and confusion.
4. Adapt questions to student ability level. Watch for the technical vocabulary that comes so easy to us. It takes time for the student to get use to the fact that the ceiling on a boat is NOT that which is over his head. **DEFINE** your terms!
5. Ask a variety of questions. Ask some that require short answers (memory type), but also those that might cause the student to think through a situation and make decisions in the classroom.
6. Follow up student responses. Encourage students to clarify or expand their initial answers.

Questions are another tool to promote learning. Use questions to probe for student progress, to cause students to interact with each other, but more importantly to expose them to another way for learning and practicing the material. Research has shown that material that is memorized is very quickly forgotten, but that which is learned and *practiced* is retained. This is why we spend the tremendous hours in the classroom each year—not only to expose the students to safe boating practices but to have them acquire these skills for their own. It's fine for our students to remember the material for the examination, but it is so much better for them to put the information into practice long after the classes have ended—out on the water where it really counts.

Whenever you put yourself on the spot for questions, there is always the chance that someone might ask a question that you don't know. Whatever you do, **DON'T BECOME EMBARRASSED!** If you don't know an answer say so *but* do get the answer for the person for the following class or pass the question to some other instructor in the class with you. Remember we work as a team, not only in operations, but also in the classroom. As you plan your lessons for Public Education or Membership Training sessions, keep the following questioning strategies in mind.

MAKE THEM THINK!

7. Give students time to think. Most instructors will wait only about 1 second before rephrasing their question or going on to another question. Increase your wait time to 3-5 seconds. (At first it will seem like an eternity to you.)
8. Use questions that encourage wide student participation; those that will involve the majority of students. Call on non-volunteers to participate. **BE CAREFUL!** Watch for the nonverbal cues such as a perplexed look, or someone who seems to be withdrawing so that you don't embarrass someone who obviously doesn't know the answer.
9. Encourage student questions. This means you must be on your toes and have planned your lessons well. If you do get a question for which you don't know the answer, simply say - "I'm sorry, I don't know. But I'll look it up for you and have the answer for you next week."

THEN DO IT!

ANY QUESTIONS?

Louise Sowers, ADSO-MTI

MEMBER TRAINING



Eugene Pester, DSO-MT

Everyone of us joined the Auxiliary for one of two reasons . . . either to learn something or to do something. Affecting every aspect of the fabric of all Auxiliary activity is the thread of Membership Training. Without Membership Training, there is nothing—no B.Q., I.T., AUXOP, etc.

The key to successful M.T. motivation is to provide a sufficient amount of time for all course/lesson plan preparation. Mere mastery of the subject is insufficient for success. The motivating instructor has developed and refined the ability to impart his knowledge to his students, in the language of men for all men to understand.

You must determine the receptive language level of the group, communicate with it **on that level**. Too high or too low, and you've lost the magic of the pedagogical moment. We have been teaching some of these techniques and more at our Division Membership Training Workshops. At this writing, we have already completed Division II, VI, VII, and XIV. We have Workshops tentatively scheduled for Divisions III, VIII, and X and are waiting to hear from the rest of the Divisions who might be interested in having our Workshop visit their area. If you haven't heard about the program, ask your FSO-MT and SO-MT, and/or your Division Captain. It is interesting to note that Flotilla 6-4 is planning to conduct an Instruction Workshop within their own Flotilla using the training material and information they received at the November 83 Division II & VI Workshop. We hope

the valuable ADVIT training information will be disseminated throughout the Flotillas and or Divisions in our area since our Division Workshops are completed. We can't do it for you unless you request the Workshop. Remember, it's what you learn after you know it all that really counts.

Your M.T. department is planning a 1½ hour workshop in concert with the DSO-Growth and Retention to be held at the Treadway Inn, Lancaster on Saturday, 7 April, 1984. There is much training material available which can be used to enhance a Flotilla meeting and excite an Auxiliarist's interest. We intend to make known what this material is all about, where it can be obtained, and hopefully other ideas to make Flotilla meetings and being an Auxiliarist, more interesting, exciting and meaningful. Everyone is welcome to attend—we hope we have a good showing. . . . You all come out—hear? We are interested in your input, suggestions and ideas.

All of the Flotilla, Division and District MT Officers will be deeply involved in the training aspects of the new BCM (Boat Crew Manual). At present, there is no written examination anticipated except for **NAVIGATION RULES WHICH MUST BE PASSED FOR OPERATOR AND COXSWAIN**. It will, however, be a complete hands-on, skills demonstration vehicle which assimilates OSC materials from CM, Seamanship, SAR and Patrols. What a great way to get a new member involved and a super way to start a new member on the road to becoming AUXOP. There will be more information about this later on, but be assured, 1984 promises to be an extremely exciting and busy one for your Membership Training team.

Gene Pester



WORDS OF WISDOM ON THE CHAIN OF COMMAND by Cdr Clifford E. Banner

In any military or similarly regimented organization, the necessity of a Chain of Command is an undisputable requirement. The purpose of this chain of command is to remove the Director and Elected Officers from the day to day operation of the Auxiliary and allow the organization to administer itself as much as possible and yet retain the foundation of a paramilitary unit.

Although the Chain of Command for line (elected) officers is pyramidal in nature, the staff chain of command is parallel in nature, which opens functional lines of communication between staff officers.

Should a Flotilla Commander require information for action at the District level, he **should not** pick up the telephone and call the Director, Division Captain or District Staff Officer, but rather instruct the appropriate flotilla staff officer to contact his/her counterpart at the

Division Level, and Division to contact the District Staff Officer to resolve the problem. If necessary, this functional line of communications should extend from the Flotilla to the National Staff, through the appropriate staff officers, to resolve the problem.

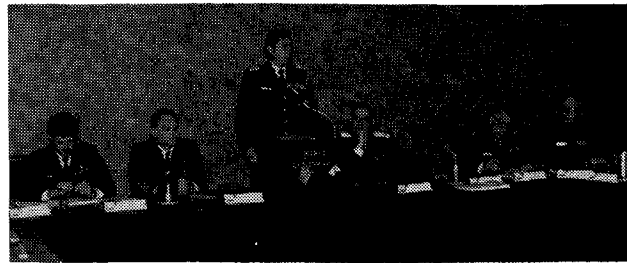
Only after it becomes apparent that the functional lines of communication between staff officers have failed, should the Elected Officers "get into the act." Your DIRAUX, DCO, VCO, and RCO should only take action on problems yet unresolved after complete and thorough staff work has been completed by the cognizant District Staff Officer, or, in the case of problems caused by National Policy or Procedures, applicable National Staff Officer.

It is incumbent on each Staff Officer to keep his/her unit Elected Officers apprised of all matters within his/her area of responsibility, but at the same time, **work through the next higher staff officer to resolve matters which cannot be handled locally.**

WINTER CONFERENCE

-CHERRY HILL, NEW JERSEY

Some scenes from the Winter Conference held at the Cherry Hill Hyatt in January 1984.



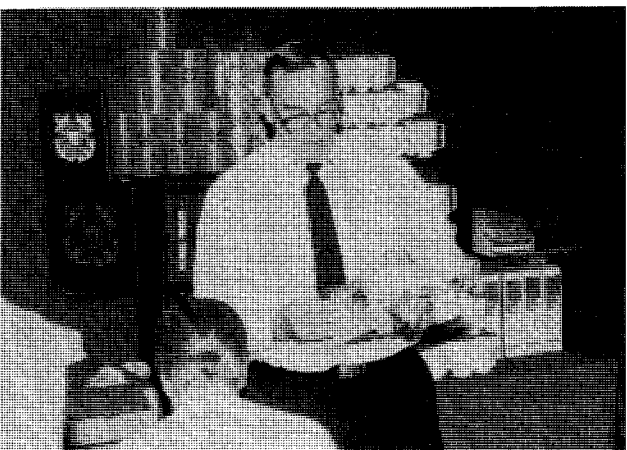
District Board Meeting



Seminar Attendees



Curbstone Luncheon - PB



District Store - Bill Blocksom, DSO-MA



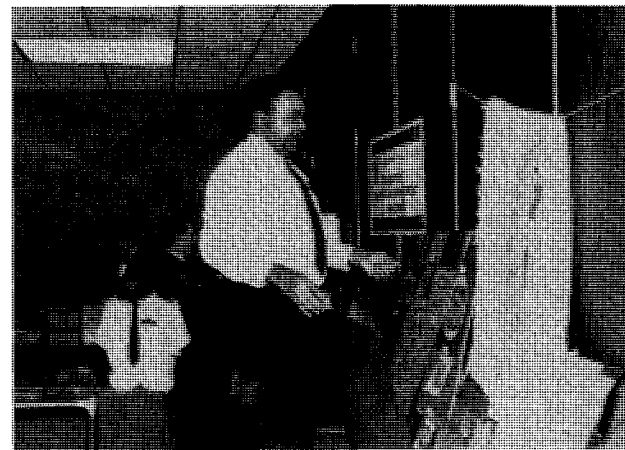
Registration



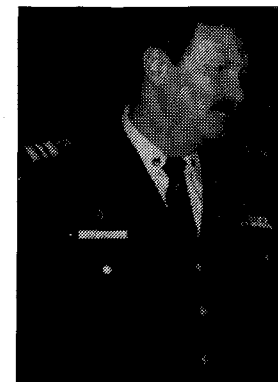
Curbstone Luncheon



A Fellowship Group



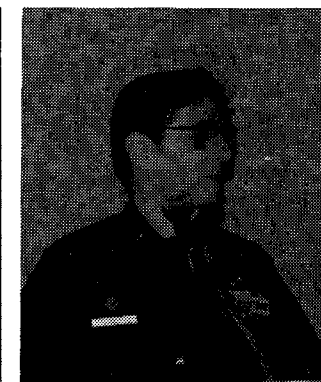
District Store - Walt Greenidge, ADSO-MA



Conf Coordinator - Bill Pierce



Seminar Leaders: Carolyn Swigert



Bob Bard



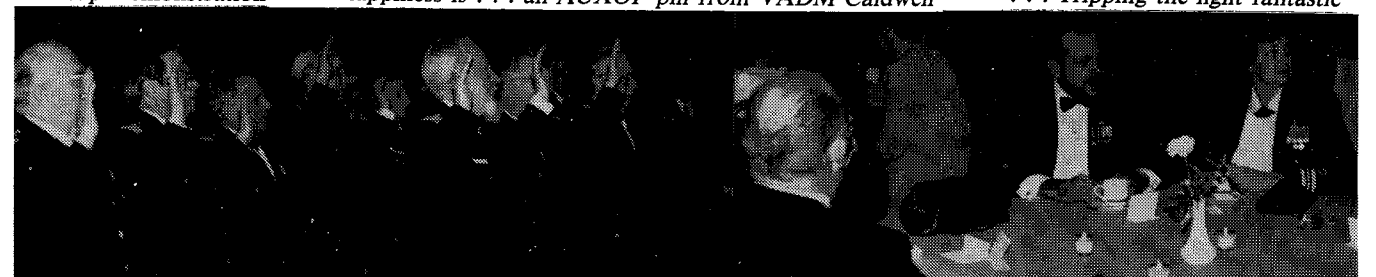
Don Holleger



Makeup Demonstration

Happiness is . . . an AUXOP pin from VADM Caldwell

. . . Tripping the light fantastic



Swearing in ceremony

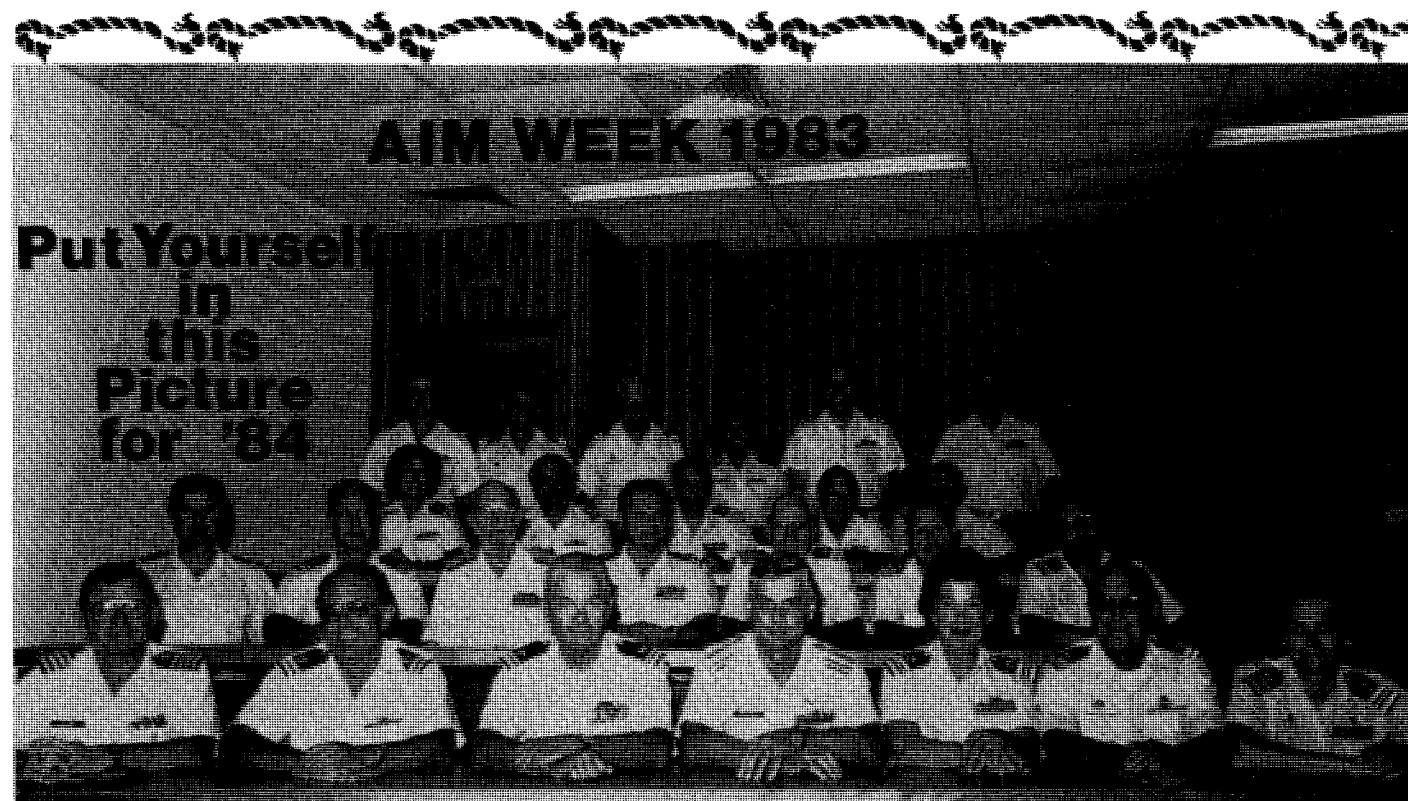
Immediate Past Director CAPT Davis and Nancy

BOOZE AND BOATS DON'T MIX
KEEP IT TO PARTIES LIKE THIS ONE—No Caption Supplied or Needed



This was
Carl's Last Drink

Boating and alcohol is
a deadly mix.



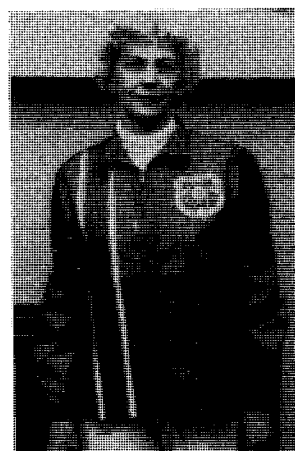
AIM WEEK AT THE U.S. COAST GUARD ACADEMY IN NEW LONDON, CONNECTICUT IS SCHEDULED FOR AUGUST 6-11, 1984 WITH A CAREER CANDIDATE WORKSHOP SCHEDULED FOR FRIDAY, AUGUST 10TH AND OPEN TO ALL INTERESTED AUXILIARISTS. TO MAKE YOUR RESERVATION TO ATTEND THE FRIDAY SESSION, CALL YOUR CC OFFICER.

BRAND NEW FOR SUMMER

GET
IN THE
SWIM



A white terry cloth beach towel, 34 x 56 inches, with the Auxiliary logo in red and blue.



...will ward off those cool night breezes. Blue nylon with red and white stripes and Auxiliary logo.

THIS
NYLON
JACKET

SEE YOUR MATERIALS OFFICER



PUBLIC EDUCATION



Walton Porter, DSO-PE

That long awaited day has finally arrived! The Coastal Piloting Course Packages are available at National Stores. Listed below are the stock numbers, prices and the contents of the packages which are available.

#10064	10	Basic package	\$55.00
	10	Student Text Books	
	10	CP-1 Work Books	
	10	CP-3 Final Exams	
	10	Certificates	
	20	Charts	
#10065	4	Supplemental package	\$6.50
	4	CP-1 Work Books	
	4	CP-3 Final Exams	
	4	Certificates	
	8	Charts	
		This package to be used where family members wish to share the same Text Book	
#10066	1	Instructor's package	\$7.00
	1	CP-1 Work Book	
	1	CP-3 Final Exam	
	1	CP-5 Lesson Plan	
	1	Chart	
#10067	20	Extra Charts	\$10.00

The instructors for this course must have passed the Piloting OSC Course (both A & B). It might be advisable for your member training staff to get together and thoroughly go over the course, giving a trial run in your unit to be thoroughly familiar with the course lesson plan, and its requirements before putting it on publicly.

If there are any PE instructors who have not received the PE Speed Gram No. 5 covering corrections to S-5 in the instructors kit for the 4th Edition Sail Course, please get in touch with your PE staff officer and have him/her request a copy in order that the necessary corrections to your kit can be made.

The spring advance class notices have been coming in slowly. If you do not have yours in yet, please send them in as soon as possible, in order that all classes and their location may be entered on the area listing. Thank you.

Hope to see many of you in attendance at the PE Seminar during the Spring Conference in Lancaster.

Walt Porter

WATER 'N KIDS - WORKSHOP

Have you ever taught Water 'N Kids? Do you want to know how to teach this great program?

Join us at Lancaster and see how it is done.

The April PE Workshop will give you an actual example of how to teach Water 'N Kids. You will be the students in the class. It should be great fun for all, and we hope a learning experience as well. Time Saturday, April 7, 1984 at 9:00 AM at Lancaster. Come and join us and share this new experience.

Let us take you back to your childhood, bring your own children with you. This will be one workshop where they won't be a problem, but the main attraction.

Hope to see you all at the Conference in April and answer once and for all the questions you, the instructors, have been asking.

Alice Stamm, ADSO-PEY, 3SR

INFORMATION SYSTEMS



Joseph Sowers, DSO-IS

We've already started a new year and started a new AUXMIS cycle. Let's get the jump on the computer this year — really surprise it. How? Let's get all the information to it quickly and error-free!

That will fix it! ! ! In fact, since we are all doing so well with keeping the errors down, suppose we try to get AUXMIS the input data in record time.

Only part of its job is to track GAP for us; its primary purpose is to provide a means for the elected officers to manage their units in an informed fashion. That's what a Management Information System is all about: Providing information for Management—informed, intelligent decisions based on accurate, timely data. You cannot make decisions based on data that has not been reported to you—so let's help out our elected officers by allowing the AUXMIS (AUXiliary Management Information System) computer to report the **CURRENT** status of our organization, NOT the status as of six weeks in the past.

You can do this by sending in your reports as soon as you have performed the mission. You don't have to wait to fill a card or until you realize your unit might miss out on GAP awards. Do it right away; make the paperwork part of the mission and get the info to the FSO-IS in the next day's mail. If we all do that it speeds up the entire cycle—even if there are errors, there is time for correction procedures to be applied. The reports to our managers (FC, DCP, DCO, etc.) will get there in time for informed decisions. If you do something—Tell Augie right away!

Joe Sowers



VESSEL EXAMINATION



Robert Bard, DSO-VE

We are starting a new Vessel examination season. I know that all courtesy examiners are looking forward to it. I would like to repeat what I said at the seminar, "We are the most important people in the Auxiliary through our one-on-one contact with the boating public." Through our professionalism, we sell the Auxiliary and all its programs.

Speaking for the Commodore, he wants quality, and the quantity will be there. As you have heard at the seminars—there have been changes in the manual. Check and be up-to-date. Have a good and productive year and smooth sailing.

Robert Bard





Florida: THE TRUE STORY

Written By C. S. Campbell

(As told to Dr. L. B. Masgrove)

STARRING: Lee Crossman, Gil Miller, Sandy Sandstrom



PRODUCER: Uncle Sam

DIRECTOR: Mike Swiger

ASST. DIRECTOR: Collin Campbell

Florida. It was a dirty job but somebody had to do it. Like just about everything, there were two sides to it. I'll try to explain.

GOOD SIDE: Beautiful \$130 a day rooms. Each of which had a fully stocked bar. The receptionist said our suite overlooked the bay. An extremely large conference center offering superb visual aid support. Two Olympic-size heated pools. Two of Florida's finest golf courses right outside our door. A fine restaurant. An intimate little bar and grille. You name it, it was probably there.

FLIP SIDE: We spent 8.2 hours a day in our rooms. When we left the bar was still fully stocked. It takes me more than .2 hours to enjoy a cocktail. Our suite (anything over \$100 a day deserves to be a suite) did overlook the bay. It also overlooked the entire air-conditioning plant for the resort. It vibrated us to sleep at night. They managed, after a long search, to locate a conference room for us which quite easily held 15 people. Unfortunately, there were 40 of us. We also managed to locate a chalkboard. Two pools, one was closed and the other could, if you squinted just right, be seen over the air-conditioning plant. I don't want to even discuss those well manicured greens and

and the open fairways. Ah, the food. How does orange juice at a dollar a glass grab you. In Florida no less. The food was fine but the prices exceeded my per diem. And that's just breakfast.

THE PROGRAM: A typical day started around 0600. Out of bed, into your clothes. No time to brush your teeth or shave. Dash out to the parking lot for exercises. Quick, start your two-mile run. Very good. Now, don't we feel great! Off to breakfast. Now into the classroom. Now into the boats. Now out of the boats and back to the classroom. Back to the boats! A real treat today, a box lunch. Seven, I say again, seven days of this regimen. Somehow we managed to learn a great deal. I'd go so far as to say, we even had a great time.

Now before anyone tells you that I've exaggerated our experience in Florida, let me assure you, these events can be corroborated. There is documentary proof that things occurred just as I've written. Should you feel a need to obtain this proof simply write to: Dr. L. B. Masgrove, c/o Happy Trails Sanatorium. My thanks for your cards and letters. The lobotomy scars are healing nicely.

PDCO ROBERT A. CARSON

AWARDED CERTIFICATE OF ADMINISTRATIVE MERIT

At Division XII's Change of Watch in December of 1983, PDCO Robert A. Carson was honored by the presentation of a Certificate of Administrative Merit by Collin Campbell, Asst. DIRAUX (3SR).

The award reads as follows: "PDCO Carson is cited for meritorious achievement in service to the U. S. Coast Guard Auxiliary, Third Coast Guard District Southern Region for the period January 1981 to September 1983 while serving as Special Project Officer assigned to liaison with the State of Delaware. PDCO Carson maintained close and complete contact between the Auxiliary and State Boating Authorities and demonstrated outstanding administrative ability by detailed planning and vigorous implementation of joint programs of boating education, vessel examination and communications. His zeal and dedication have resulted in a significant contribution to the Auxiliary programs in the Delaware area, and the recognition of these programs as contributing to the State of Delaware's excellent Boating Safety Program. PDCO Carson's meritorious administrative achievement in support of the goals of the Coast Guard Auxiliary are most commendable and are in keeping with the highest traditions of the United States Coast Guard and United States Coast Guard Auxiliary."



PHOTO: TOPSIDE

Above photo shows PDCO Carson, left, receiving award from LT Collin Campbell, with DCO Robert Wecker in background.

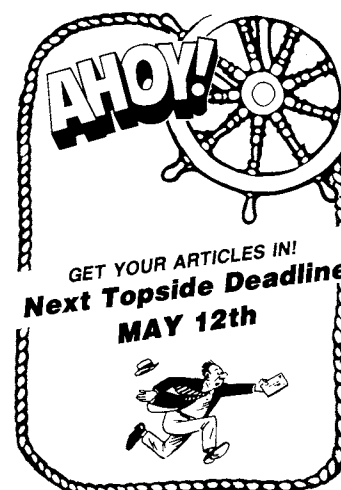
SEARCH AND RESCUE 1983 SEASON

CAPE MAY, NJ — The Coast Guard Auxiliary has proved to be an invaluable asset to Coast Guard Group Cape May, NJ. During the 1983 Search and Rescue Season, Coast Guard Auxiliary personnel and resources from 20 Flotillas in Southern New Jersey and Delaware provided key support in successfully handling one quarter of the Search and Rescue load within the Group Cape May area of responsibility. Aggressive participation in courtesy motorboat examinations, numerous boating safety courses, and civic affairs made a major contribution to boating safety.

The Coast Guard Auxiliary is a civilian organization which assists the Coast Guard in its Search and Rescue and Boating Safety Missions. According to Chief Quartermaster THOMAS DICKEY, who is the Auxiliary Liaison Officer for Group Cape May, 78 operational facilities (auxiliary boats used for Search and Rescue) and 7 auxiliary radio stations were recently presented Letters of Appreciation by CAPTAIN LANCE A. EAGAN, Commander of Coast Guard Group Cape May, NJ.

CAPTAIN EAGAN stated that the Auxiliary's "unselfish devotion to duty and the professionalism displayed remains in conformance with the highest traditions of the Coast Guard nationwide. I look forward to working with you (Auxiliary) . . . as we prepare for the 1984 SAR season."

Release submitted by LT S.T. Delikat, PA Officer, Group Cape May



GROUP CAPE MAY HONORS EDGAR DODENHOFF

CAPE MAY, NJ — The wind and seas are starting to "kick up" on the upper Delaware Bay as the daylight fades towards dusk. The operator of the 20 foot open boat has fished all day and has decided to head into his marina early because of the worsening weather conditions. He attempts to start the outboard engine but all it can muster is a sputter. With events going from bad to worse, the boater transmits a call for assistance on his radio. A strong and reassuring voice identifying himself as Coast Guard Auxiliary Radio Station High Point responds to the worried boater's call for help. After receiving the nature and position of the distress, Radio Station High Point reports that Coast Guard assistance is on its way.

Unknown to the helpless but thankful boater, the Radio Station High Point operator is a Coast Guard Auxiliarist who is confined to a wheelchair. Auxiliarist EDGAR DODENHOFF is the confident and capable voice of Radio Station High Point, broadcasting from his home in Frederica, Delaware.

I met EDGAR and his lovely and supportive wife EDITH recently at Coast Guard Station Indian River in Rehoboth Beach, Delaware and found EDGAR's and EDITH's story to be most inspiring. That day EDGAR was honored with a Certificate and Letter of Appreciation for his unselfish and faithful service to Coast Guard operations. CAPTAIN LANCE A. EAGAN, Group Commander of Coast Guard Group Cape May, NJ made the presentation before a small gathering of station personnel.

EDGAR was a successful electrician and a full time teacher in 1976 when he was stricken by a stroke and heart attack. Initially he was bed-ridden and on oxygen.

"One day everything is going your way and then the next day you can't do anything. I was able to get over the trauma through the use of the radio," related EDGAR in his articulate and distinct voice which still has a slight New England accent.

EDGAR was a skipper of a yacht in Massachusetts 20 years ago. He had used High Frequency Radio on his boat but

found it so congested with chitchat that he often used the then novel CB. When EDGAR was bed ridden following his stroke, EDITH convinced and helped EDGAR to broadcast on a CB radio. EDGAR became a member of a CB React and he used his boating experience to receive distress calls from boaters on the Delaware Bay. EDGAR was so helpful to the Coast Guard that he was approached by a Coast Guard Officer to join the Coast Guard Auxiliary.

EDGAR gladly accepted the request to join the Auxiliary and he has been an invaluable resource ever since. A tall antenna has been built on the DODENHOFF's property for far-reaching reception and the house contains an assortment of CB and VHF FM radios and scanners. Additionally more radios and scanners are packed into the DODENHOFF's vehicle which serves as a mobile unit. All this equipment has been supplied at their own expense.

Electronics Technician First Class T. M. STRICKLAND of Station Indian River displayed a hand held antenna and Radio Direction Finder which EDGAR has designed and built for \$35. The portable Radio Direction Finder is being used by watchstanders at Station Indian River to locate small boats in the back bay area near the station.

During the 1983 Search and Rescue Season, Auxiliary Radio Station High Point was on the air 527 hours and assisted in the coordination of 88 Search and Rescue cases, ensuring the safety of many recreational boaters. He also monitors the Marine Distress Frequency Channel 16 year round. "You have been a great resource and asset to our Coast Guard Operations," CAPTAIN EAGAN said to EDGAR.

Radioman Third Class BRETT ANDREWS of Group Cape May stated, "EDGAR has such a distinct radio voice that we in the Group Radio Room immediately know that it's him handling the case and we know he's doing it professionally." ANDREWS then congratulated EDGAR for his award and seemed to be in awe as he did so.

Release submitted by LT S.T. Delikat, Group Cape May NJ



Edgar is congratulated by CAPT. L.A. Eagan, Group Cape May Commander
PHOTO: RM3 B. ANDREWS

ALL'S QUIET ON THE WATERFRONT

By NOBLE O'GILL

The wind and seas were tremendous. Far larger than any human being had ever before survived. My guests aboard were clearly frightened by the pitching and heaving of an angry sea on a dark night. My wife clenched tightly to my ankles as she huddled low in our vessel. The look of fright on her face was not unexpected in our ever worsening situation. I gave her my most confident smile because I trusted the new 60 foot yacht under my feet.

"Daddy, wake up." It was my daughter. My bleary eyes focused on the magazine in my lap. There in its pages was my yacht with some other guy at the helm. I'd been having such dreams far too often. I wanted a boat so bad I could taste it.

I'm a typical sort of guy. The bank and I own a house. I've got two cars, 2.5 children and a dog. The one thing I didn't have is a 60 foot yacht. But that was to some degree going to change.

The change was a little more drastic than anticipated. A good friend of mine was selling this cute little runabout. Seems his wife got tired of him continually running off screaming about incoming mullet or some such

nonsense. We struck a bargain and I became one of God's most pitiful creatures: a boat owner.

The wife and kids genuinely seemed delighted as they poured over every nook and cranny of our new family member. It wasn't the Queen Mary but then I'm not Capt. Steubing. I've got hair. My reading got serious now. No more little daydreams of balmy tropical breezes as we drink from glass slippers. Now, as Captain of my ship, I'm responsible.

We were really anxious to get on the water. Saturday took two weeks to arrive. The little woman and the 2.5 kids got in the car talking all the while. My daughter, Jaws we call her, can out talk the fellow in the air express ads. The din is deafening and my head starts to ache. Suddenly it dawns on me. I've never backed up a boat on a trailer. The driveway looks just like it does when it's covered with snow. Two miles long.

Keep the steering wheel straight, I mutter to myself. Look both ways and go slow. Somehow we'd made it into the street. A piece of cake now. The drive to the ramp was uneventful except for an occasional curb hop by the trailer. That'll get your attention.

KABOOM. BOUNCE, BOUNCE. The kids are giggling. The wife is hiding a smile and I'm sweating hard and long.

Mercifully, the ramp is not crowded. Seems the morning ramp rush has passed leaving me a direct shot. I get the trailer turned around and slowly start to back down. The trailer starts a little waggle and I correct it but it gets worse. What's going on. I turn left and the blasted thing goes right. I stop. Oh no, another rig is approaching. I won't panic. I won't panic. I pull up explaining to anyone who'll listen that I should check the winch before we set her in the water.

I get out of the car and unfortunately so does the rest of the Clan O'Gill. Here I am confused, nervous to beat the band, Jaws is giving me an earful about who knows what, and a cop suddenly is standing by my side. It didn't look like this in the boating magazine.

He's not a cop he insists. He's an Auxiliarist, whatever that is. Says he'd be happy to give me some kind of an examination. Oh good. He's a doctor of some sort. Well if it's free and I can't get a ticket, why not? I can use a breather. All of a sudden . . .

(to be continued)

RAYMOND F. WELDON

Raymond F. Weldon, Born 12 May 1884, Died 4 December 1983. A member of Flotilla 02-01 since 12 February 1942. Ray held the elected offices of Flotilla Vice Commander and Flotilla Commander. He was active in Courtesy Examinations, Membership Training and Instructing. He gave the first Public Education course at the Philadelphia Custom House, and later the last course which consisted of seventy-two (72) students. He was operations officer during World War II, patrolling the Delaware River; and after the War, took crews to Hereford Inlet on weekends to relieve regular Coast Guard personnel for weekend liberty. Ray joined the

Delaware River Power Squadron in 1936 and earned twenty-nine (29) merit marks in his forty-seven (47) year tenure. He received his "N" at the old Clinton Hotel and taught Seamanship, A.P. and Piloting until 1978 at both the old and new Friends Select School. In civilian life, Ray was an architect working for McCloskey Builders on projects such as the Delaware River Bridge, the 30th Street Post Office, The Philadelphia Zoo and many other famous Philadelphia landmarks. The Auxiliary mourns our loss, but we know when the final watch changes and we head for the home port, Ray will be waiting to guide us through a safe channel.

Robert Fairhiller, Flotilla 02-01

PUBLICATIONS



Elsie Nichols, DSO-PB

The weather was not even for the birds—but the conference at Cherry Hill was a success. Although the PB workshop was delayed until 1630 in the afternoon which prevented the attendance of some of you; and we were rushed out 45 minutes later to make room for a wedding scheduled in the same room—would like to thank those who did attend. I particularly appreciated meeting some of our FSO-PBs whose newsletters I have been reading but whom I have never met. Would like to quote the following article which was sent to me by George Brobyn, Ye Olde Editor of Flotilla 6-5s newsletter *The Bent Prop*. I believe it might prove helpful to not only new PB officers, but can give some tips to those of us who have been at it for a while.

"In the last several weeks a number of persons have contacted Ye Olde Editor for hints on establishing new Flotilla publications or revamping old ones to get better reader interest. It has been flattering but certainly less than deserving since his only experience has been *THE BENT PROP* and the knowledge he has picked up by osmosis from a group of friends in the publishing business who are professionals.

"Nevertheless, since he will always step in, even where angels fear to tread, he contacted these old pals and here is what they said:

- 1.—Never, never forget that you are working with a group of volunteers. They can be led to do great things but they will never be driven to do anything, so tune your newsletter to that pitch. Give much credit, mention names, families, anything of interest to the membership.
- 2.—Don't allow your newsletter to become a training ground for some staff officer who is too lazy to do his job the right way. Tell him to rent a billboard and not waste your precious space.
- 3.—The newsletter should print news of interest to all the Flotilla members not just 2 or 3 persons. If it doesn't fit that category don't print it. The same goes for reprinting of orders unless, YOU as editor can find a good reason for their inclusion. Keep your newsletter upbeat not downbeat.

- 4.—The Editor! From what we see here, in these examples

your editors are purely layout persons. They expect everybody to give them articles which are then plotted in to the open and available space. That's not a newsletter, that's a patchwork quilt and will have about as much readability.

5.—An Editor-Reporter type of operation that you are running requires a constant search for human interest stories. Keep coming up with new features and drop the old ones before they get stale.

6.—We will bet that some of these guys whose stuff we have just read have four or six messages that they routinely dust off every time they are asked for an article. The editor is the sole arbiter of what goes in the newsletter subject only to Coast Guard regulations and the wishes of the Flotilla/Division. Every item should have the mark of the editor's fist. (Fist is used here as the way he writes news, no two are alike.)

7.—Write as if you were conversing with your readership. Don't worry about mistakes in grammar as long as you have an interesting story. Remember, 9 out of 10 of your readers don't know how to parse a sentence and don't give a hoot that they can't. You are not writing the great American novel or writing for a bunch of English professors.

8.—Remember a **GOOD** newsletter is the best mucilage you can have to hold a volunteer group together. A good editor will provide that mucilage.

"Now for the disclaimer. These are their ideas. We agree on most of them. If you are starting a paper or want to beef up an existing one, you can't go too far wrong by following their advice. But whether you do or not we wish you only the best of luck."

The foregoing article is not meant to be a criticism, only offered as a possible guideline to begin a new, or improve an old newsletter. PB is probably one of the least recognized jobs in this Auxiliary, but since communications is so important—what better way than a good newsletter. And your best reward is knowing you have done a good job. So how about it—let's spread the word around!

Elsie M. Nichols

Request for Information:

How about some "Letters to the Editor?" Do you have some special desire for information or articles to appear in *Topside*. Have had some requests for a Swap & Shop column for Auxiliary items and/or boating items; also mentioned a contest for cover pictures or drawings; a nautical quiz department; a Division Calendar to include a three month span for those events or activities open to all in other divisions of the district. Most of these items would require support from the membership as well as the staff. How about some opinions. I will look forward to your replies.

The Editor

IN MEMORIAM

Joseph Harris

DCP IX — 1983

Deceased - December 1983



IN

Memoriam





THIRD DISTRICT SOUTHERN REGION UPDATED CONFERENCE CALENDAR 1984



April 6, 7, 8 — Treadway Inn — Lancaster, Pennsylvania
July 13, 14, 15 — Ramada Inn — Chadds-Ford, Pennsylvania
September 28, 29, 30 — Golden Eagle — Cape May, New Jersey

DISTRICT AREA MEETINGS

CENTRAL AREA

Please Note all corrections in dates & places for Central Area since last issue of Topside

March 3 — Old Barn, Glasgow, DE - Lunch - Meeting 1200 hours
June 2 — Buck Hotel, Feasterville, PA - Lunch - Meeting 1200 hours
August 25 — Seaford Golf & Country Club, Seaford, DE - Lunch - Meeting 1200 hours
December 1 — Elks Home, West Chester, PA - Lunch - Meeting 1200 hours

EASTERN AREA

March 17 — Buck Hotel, Feasterville, PA - Lunch - Meeting 1200 hours
May 19 — Carrolls Restaurant, Manahawkin, NJ - Lunch - Meeting 1200 hours
August 18 — Buck Hotel, Feasterville, PA - Lunch - Meeting 1200 hours
December 8 — Settlers Inn, Medford Lakes, NJ - Lunch - Meeting 1200 hours

WESTERN AREA

March 6 — Health & Welfare Bldg., Harrisburg, PA - Meeting 2000 hours
June 5 — Allentown, PA - Meeting 2000 hours
September 4 — Distelfink Inn, Lancaster, PA - Meeting 2000 hours
December 4 — U. S. C. G. Aux. Training Base, Reading, PA - Meeting 2000 hours

TOPSIDE DEADLINES

SUMMER ISSUE — May 12th

FALL ISSUE — July 28

WINTER ISSUE — November 3rd



DEPARTMENT OF TRANSPORTATION
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DIRECTOR OF AUXILIARY 3 (SR)
c/o COAST GUARD BASE
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3SRX 2GR0 1GR0 03S-03-03-007
JOHN MCINTOSH
POBOX 348
NEWFIELD NJ 08344

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